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SCOOP

MERC'S TT RIVAL

New 400bhp, four-wheel-drive coupé has one goal: to beat Audi



**AUTOCAR
IMAGE**



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The all new Audi TT



Official fuel consumption figures for the TT Coupé in mpg (l/100km) from: Urban 33.6 (8.4) – 57.6 (4.9), Standard EU test figures for comparative purposes and may not reflect real driving results. For more

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Greg Kable heads to Namibia to get behind the wheel of Audi's all-new, larger but lighter second-generation Q7



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Mercedes-Benz plots an Audi TT rival



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Why SUVs are key to VW's US sales success



'The MG 6 isn't enthralling to drive, but you get a lot of metal for your money'

Lewis Kingston, p26



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Range Rover Sport SVR gets the full road test treatment



NEW CITROËN C4 CACTUS

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CRÉATIVE TECHNOLOGIE



CITROËN

Official Government Fuel Consumption Figures (litres per 100km/mpg) and CO₂ Emissions (g/km) (Range). Highest: New Citroën C4 Cactus PureTech 110 S&S manual: Urban 5.8/48.7, Extra Urban 4.0/70.6, Combined 4.7/60.1, 107 CO₂. Lowest: New Citroën C4 Cactus BlueHDi 100 manual with 15 inch wheels: Urban 3.5/80.7, Extra Urban 3.0/94.2, Combined 3.1/91.1, 82 CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

*Prices and offers apply to retail sales of qualifying New C4 Cactus models ordered and delivered between 01/04/15 and 30/06/15 and include VAT, delivery to dealer and number plates, Government Registration Fee and 12 months' graduated vehicle excise duty. Model shown: New C4 Cactus PureTech 82 manual Flair. OTR price £16,340 (incl. Blue Lagoon at extra cost of £250). Initial customer rental £2,879.70 (plus a £1,000 Citroën contribution); followed by 36 monthly rentals of £189; optional final rental £7,283. Lowest and highest Elect 4 Personal Lease examples are based on New C4 Cactus PureTech 82 manual Feel and New C4 Cactus BlueHDi 100 manual Touch respectively. Initial customer rental £2,590 (plus a £1,000 Citroën contribution) - £3,082.78; followed by 36 monthly rentals of £165 - £245; optional final rental £6,616 - £6,573. Annual mileage 6,000. Charges may apply if annual mileage is exceeded. Payment of the optional final rental extends the rental term (this does not transfer title of the vehicle) and requires an annual rental equivalent to one month's rental. All rentals inclusive of VAT. Citroën UK Limited is acting as a credit broker and is not a lender. To finance your lease we may introduce you to a limited number of lenders. Finance subject to status. A guarantee may be required. Over 18s only. Written quotations available on request from Citroën Financial Services, Quadrant House, Princess Way, Redhill, Surrey RH1 1QA. Prices and offers correct at time of going to press, subject to stock availability. Contact your participating dealer for latest prices, offers, terms and conditions or visit citroen.co.uk.

A TT-rivalling coupé could attract younger buyers to Mercedes



Why Mercedes' TT would make sense

AN AUDI TT rival wearing the three-pointed star on its nose has yet to be signed off by Daimler, but the reasoning behind such a car is easy to see. The market for sleek two-doors isn't the biggest, but Audi shifted a healthy 12,891 coupé and 3043 roadster TTs globally last year.

Even more significant is the cachet attached to the TT, with younger car buyers embracing its blend of performance, looks and accessible price. Mercedes-Benz is on a mission to snare more youthful buyers, and a small coupé with styling inspired by the Mercedes-AMG GT would give that a boost. See our story on p10.

There's further growth potential in this segment, too. Audi has signalled its intent to further exploit the TT's iconic status, with the recent Offroad, Sportback and Shooting Brake concepts hinting at what could be done.

The five-door TT Sportback, were it to be built, would

line up against the Mercedes CLA. So it's little wonder that Stuttgart appears keen to return the favour and build its own TT in order to muscle in on Ingolstadt's stomping ground.



MATT BURT HEAD OF CONTENT

matt.burt@haymarket.com @Matt_Burt_

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THIS WEEK'S TOP FIVE

NEWS

Shanghai motor show

See the hot new metal heading to China's big show



BLOG

Mark Tisshaw

Read his Radical SR1 Cup race diary



NEWS

Deals

Autocar's round-up of the best new car deals



FIRST DRIVE

VW Club Up

Is this special-edition Up worth its £11,995 price tag? We find out



BLOG

James Ruppert

Our man explains why he's addicted to looking under the bonnet



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**AUTOCAR
IMAGE**

Merc targets TT with

■ Entry-level Merc coupé poised to replace three-door A-Class in 2019 ■ AMG version to get

Mercedes-Benz is hatching plans for a new entry-level coupé as a replacement for the three-door A-Class hatchback, Autocar sources confirm.

The sporty two-door is one of a series of new compact model proposals based around Mercedes-Benz's second-generation MFA platform. It has been conceived to take on the Audi TT and BMW 2 Series.

A hot turbocharged 2.0-litre

four-cylinder AMG version producing up to 400bhp and featuring standard four-wheel drive is envisaged to crown the new range.

Currently at the drawing board stage, the new 2+2 has become a hot topic for discussion in recent Mercedes-Benz board member meetings. Chairman Dieter Zetsche is said to be among its keener supporters as he sets out to fulfil plans to overtake Audi

and BMW in global luxury car sales by the end of the decade.

If a production go-ahead is granted, the price-leading Mercedes-Benz coupé could go on sale as early as 2019. That is just a year after the fourth-generation five-door A-Class hatchback is due to head into showrooms with a widened range of powertrains, including a new plug-in hybrid system for the first time.

Autocar understands that



Audi's TT is a key rival, so front and four-wheel drive will be offered



baby coupé

The four-wheel-drive AMG version should be good for 0-62mph in less than 4.5sec

4WD and close to 400bhp ■ Roadster is also a possibility

the new coupé is likely to succeed the three-door A-Class hatchback with an exterior design that draws on elements from the recently introduced Mercedes-AMG GT, including a practical liftback. The proposed designs for the new coupé are for a lower and wider car than today's three-door A-Class, and the look is described as being "highly emotional".

To cut costs, the interior architecture is likely to be

shared with other new compact Mercedes-Benz models. Inside, the new coupé is being planned to offer a traditional 2+2 layout and a boot with a capacity of about 350 litres.

As well as a coupé variant, Mercedes-Benz is also mulling over a roadster version. This has led to suggestions that it may eventually replace the SLK, although this has been denied by company officials.

As with its Audi TT rival,

the new Mercedes-Benz is proposed to use a transversely mounted engine and come with the choice of standard front-wheel drive or optional four-wheel drive.

The starting point for the coupé is a new front-wheel drive platform developed in a joint venture between Mercedes-Benz and the Renault-Nissan Alliance. Described as being more flexible than today's MFA →

Is this pic for real?



MERCEDES-BENZ REMAINS heavily guarded about plans for an Audi TT-rivalling coupé, based on its new MFA platform, as part of an extended range of compact models.

However, senior company officials suggest proposals for the new two-door draw heavily on the look of the recently introduced GT in a move aimed at providing the A-Class with a sporty new image-leading model.

Supporters of plans for the new coupé see it as an essential part of the aim by Mercedes-Benz to reflect a more youthful and contemporary image. **GK**

← structure, it is designed to permit greater variation in wheelbase and track widths as well as providing greater scope for the storage of batteries and gas tanks in possible hybrid and fuel cell derivatives.

The new underpinnings are being earmarked for successor models to the existing A, B, CLA and GLA-Class. In addition, elements of it will also be used by the upcoming Infiniti Q30 and the QX30, which was previewed in concept guise at the Geneva show in March.

Details of the new platform remain under wraps, although Mercedes-Benz officials have hinted that it will incorporate a number of weight-saving features, including increased use of hot-formed high-strength steel in the floorpan.

Power for the new coupé is expected to come from a range of heavily updated four-cylinder petrol and diesel powerplants that are being developed in partnership with the Renault-Nissan Alliance. Although it is still early days, the suggestions are that the new coupé could also be offered with the choice of either a petrol-electric or diesel-electric system.

At the top of the new range is likely to be an Audi TT RS and BMW M2-chasing AMG model running a further powered-up version of the A45 AMG's turbocharged

2.0-litre petrol engine. Close to 400bhp is tipped. With a six-speed dual-clutch automatic gearbox and four-wheel drive, it should be good for 0-62mph in less than 4.5sec and a top speed limited to 155mph.

As well as the new coupé, Mercedes-Benz has formed plans for a new entry-level saloon to go up against the Audi A3 saloon and upcoming BMW 1 Series saloon. Described as offering greater rear leg room and boot space that the current CLA, the new saloon is set to appear in 2018 as a further addition to the firm's compact car line-up.

Another new model set to use the new MFA platform is the proposed GLB – an entry-level SUV conceived to go up against the upcoming Audi Q1 and second-generation Mini Countryman. As with the new coupé, it is tentatively scheduled to go on sale in 2019. It will take its styling cues from the G-Class and be much more of an SUV than the current GLA, which is more of a high-riding A-Class hatchback.

By the end of the decade, Mercedes-Benz could offer up to eight new compact models, including the A-Class hatchback, A-Class saloon, A-Class coupé, A-Class roadster, B-Class, B-Class long wheelbase, CLA-Class, GLA-Class and GLB-Class.

GREG KABLE

A roadster version of the new two-door model is being considered too



**AUTOCAR
IMAGE**

C-Class coupé nears debut

TESTING OF MERCEDES-Benz's new C-Class coupé continues apace, with officials confirming that the new two-door will make its public debut at the Frankfurt motor show in September and go on sale in the UK before the end of the year.

The new coupé is set to join saloon and estate versions of the current C-Class in a burgeoning Mercedes line-up. The coupé has been given greater stylistic independence from the rest of the line-up. Mercedes'

design boss Gorden Wagener suggests this will allow it to more closely challenge rivals such as the Audi A5 and BMW 4 Series.

Test cars were previously spied wearing heavy disguise, but these latest prototypes show the sleek new appearance of the C-Class coupé, which shares a clear family resemblance with the larger S-Class coupé, most notably at the rear.

Falling in line with its rivals, Mercedes has altered the strategy used for the

previous C-Class coupé by deciding to use it as the base for a new C-Class cabriolet. Fitted with a traditional cloth hood, it is tentatively scheduled to make its debut at the 2016 Paris motor show.

The new C-Class coupé will be offered with a similar range of four and six-cylinder petrol and four-cylinder diesel engines as the C-Class saloon.

Included in the model mix will be the four-wheel-drive C450 Sport coupé, running a 362bhp twin-turbo 3.0-litre V6 capable of delivering 0-62mph in under 5.0sec.

Also planned for the new two-door is a plug-in petrol-electric hybrid system in a frugal new C350e model. It will have an electric-only range of 19 miles and combined consumption on the European test procedure of 134.5mpg.

Crowning the new line-up from the outset of sales in the UK later this year will be the Mercedes-AMG

**SPY SHOT
MERCEDES-BENZ
C-CLASS COUPÉ**



C63 coupé – a car that AMG boss Tobias Moers has told Autocar represents a “breakthrough” for the brand. It receives AMG's new turbocharged 4.0-litre V8 petrol engine with 469bhp as standard and 503bhp in range-topping S guise.

To be offered in rear-wheel drive form only, it is claimed to significantly undercut the standing-start performance of the outgoing C63 AMG coupé,

with a 0-62mph time of just 4.0sec. At the same time, combined fuel consumption is said to be improved by more than 10mpg at about 33.6mpg.

Selected C-Class coupé models will come as standard with a new nine-speed automatic gearbox. Others will have an updated version of the seven-speed automatic used by its predecessor.

As well as the C450 Sport, Mercedes plans to make

**SPY SHOT
MERCEDES-BENZ
C-CLASS CABRIOLET**





SLK set for facelift and new SLC name



4Matic four-wheel drive available on various models in time, including the C200, C220d, C250d and C400.

Buyers of the new C-Class coupé and cabriolet will receive the choice of two different suspension systems: a standard set-up with conventional springs and dampers and an optional AirMatic system with air springs at the rear.

GREG KABLE

PROTOTYPES OF THE new Mercedes-Benz SLC continue to shed their disguise ahead of a planned public debut at the Detroit show early next year.

Essentially a facelifted version of the existing SLK, the two-seat SLC roadster retains the same bodywork as its predecessor but receives a new front bumper, revised grille and more contemporary-looking headlights. The latest spy pictures also hint that it will sport revised tail-lights and a reprofiled rear bumper with altered tailpipes.

Although it has yet to be officially confirmed, Mercedes officials suggest the SLK350 will make way for a new SLC400 model running a twin-turbo 3.5-litre V6 petrol engine in place of the naturally aspirated 3.5-litre V6 offered today. Power is set to rise by 26bhp to 328bhp, with torque up by 82lb ft to 354lb ft.

At the top of the line-up, the SLK55 AMG is set to be replaced by the SLC63. It eschews the existing naturally

SPY SHOT
MERCEDES-BENZ SLC



Line-up will include 328bhp SLC400 and SLC63 with up to 503bhp

aspirated 5.5-litre V8 with 415bhp and 396lb ft for AMG's new twin-turbo 4.0-litre V8 delivering up to 503bhp and 516lb ft of torque.

The SLC400 will adopt Mercedes' new nine-speed automatic gearbox as standard

in place of the seven-speed unit used by the SLK350. The SLC63 will continue with the seven-speed SpeedShift automatic gearbox used by the SLK55, although it will be updated with the latest software, as seen on the C63.

Before the SLC arrives, though, the existing SLK will receive cleaner new four-cylinder engines and an optional nine-speed automatic on selected models as part of a series of running changes made to the two-seat roadster.



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XR-PHEV II concept previewed the new ASX last month

Mitsubishi plots Evo return

New ASX crossover is poised to bring back the Evo badge as a high-performance hybrid, if sales allow

Mitsubishi's Evo badge is being lined up for a return on a high-performance version of the upcoming second-generation ASX – provided the new car proves popular enough.

Tetsuro Aikawa, boss of Mitsubishi, told Autocar: "In the future, we would like to launch such a vehicle with Evo characteristics. In Japanese, when you pronounce 'Oh' [in Evo], it means 'king'. So we would like to launch this

type of car, featuring EV and PHEV technology, which is the ultimate of its kind. 'EV' for electric vehicle, 'O' for king – Evo."

This 'ultimate vehicle' is understood to be based on the next-gen ASX crossover, which was previewed by the XR-PHEV II concept at the Geneva motor show last month.

A high-performance version would be four-wheel drive, in line with past Evos, and not front drive like the concept.

Aikawa said: "It has to be light and fast – something performance-oriented. That's what we want."

Lessons learned from the Pikes Peak racer, the MiEV Evolution, could aid the development of a hybrid high-performance SUV. However, Mitsubishi would not be drawn on when the new model may come to market, stating only that it would be "far in the future", after the planned 2016 launch of the next ASX.

Aikawa said: "To develop these kind of vehicles, we have to sell a lot of the base models, so we can cover the research and development costs."

Product boss Kanenori Okamoto has also previously

said that the Evo will be "replaced in spirit by an SUV with high performance".

A high-performance model that made use of Mitsubishi's hybrid technologies would additionally further promote the brand's efficiency-minded offerings, such as the popular Outlander PHEV.

The XR-PHEV II concept, in standard form, features a plug-in hybrid petrol-electric system with a claimed 160bhp output.

LEWIS KINGSTON



Fisker cans Thunderbolt after Aston legal threat

ASTON MARTIN HAS dropped its lawsuit against Henrik Fisker after coming to an 'agreement' over his Thunderbolt design concept.

Aston Martin had called the prototype an unauthorised copy of its designs and "wholly unacceptable". Aston took issue with several elements of the Thunderbolt's styling, including its logo.

However, a joint statement has confirmed that the two sides have now come to an

agreement. The statement confirms that "Henrik Fisker has decided that 'Project Thunderbolt' will not be produced" and "Aston Martin will withdraw the lawsuit".

The statement confirms that all matters have been resolved amicably and there will be no further comment.

At the time the lawsuit was issued, Aston said in a statement: "This lawsuit centres on Henrik Fisker's creation and promotion of automobiles that Aston

Martin contends infringes Aston Martin's rights, by an improper and unauthorised attempt to exploit and free-ride off them."

Fisker is a former Aston Martin design boss and was responsible for the DB9 and the V8 Vantage. He left in 2004 to form Fisker Automotive, which filed for bankruptcy in 2013.

The Thunderbolt was shown at the Amelia Island Concours d'Elegance in Florida last month.

Thunderbolt "will not be produced", Fisker now says



MARCH SALES BEST SINCE 1999

Almost half a million new cars were sold in the UK last month, the Society of Motor Manufacturers and Traders (SMMT) has revealed. Total sales of 492,774 is the highest since 1999 and up 6% on sales in March 2014.



NEW VIVA TO START AT £7995

The new Vauxhall Viva has been priced from £7995 ahead of its summer launch. Available only as a five-door and with a 74bhp 1.0-litre three-cylinder engine, the Viva has lane departure warning and cruise control as standard.





Hyundai i10 Premium 1.0

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Fuel consumption in MPG (l/100km) for i10 range: Urban 35.3 (8.0) – 55.4 (5.1), Extra Urban 55.4 (5.1) – 76.3 (3.7), Combined 45.6 (6.2) – 65.7 (4.3), CO₂ Emissions 142 – 98 g/km. These official EU test figures are to be used as a guide for comparative purposes and may not reflect all driving results. You will not own the vehicle until all payments are made. 0% APR Representative Personal Contract Purchase available on Hyundai i10 between 1st April and 30th June 2015 inclusive over 25 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Finance subject to status. T&Cs apply. Applicants must be 18 or over. Guarantee/indemnity may be required. Hyundai Motor Finance RH1 1SR. Model shown: i10 Premium 1.0 at £10,965 OTR including Sleek Silver metallic paint at £495. Offer not available for customers under the Hyundai Affinity Programme. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit www.hyundai.co.uk/owning or ask your local dealer.

Look of today's Juke does not need a big update, Nissan thinks



Juke chases tech, quality

Nissan's next Juke will focus on improving its technology and perceived quality

Nissan will focus more on technology and interior quality than radical exterior restyling when it brings the second generation of its Juke baby crossover into showrooms late next year.

The Juke is largely credited with creating the burgeoning small crossover segment and has already had a subtle mid-life facelift that brought more safety kit, a new small turbocharged petrol engine and a wider range of personalisation options.

However, the existing car

sits on the Renault-Nissan Alliance's relatively elderly BO platform and it faces ever stiffening competition as more manufacturers enter this area of the market. The Volkswagen Group, for instance, is expected to start launching its first small crossovers within the next 18 months (see p18-19).

The new Juke will switch to the CMF-B underpinnings also destined for the next Nissan Micra and next Renault Clio. This architecture brings improvements in production efficiency that will allow Nissan

to ramp up the existing rate of 150,000 cars per year at its Sunderland plant.

It also offers considerable savings through economies of scale, which will free up money for Nissan to invest in the Juke's weakest point: the perceived quality of its cabin.

"Customers tell us that the Juke still looks fresh," a senior Nissan source told Autocar. "So we don't think the exterior styling really needs a major update. The gains will come through more efficient engines, better refinement and

improvements in key areas of the interior."

However, a bold concept car that pushes the Juke's design further is expected in the next year to gauge public reaction.

The increased commonality with the Micra is likely to mean that the next Juke will get 1.0-litre three-cylinder engines for the first time.

The two models will go their separate ways on performance models, though. There's likely to be another Juke Nismo but not a Micra Nismo.

JOHN McILROY

Confidential

AUDI'S BOARD MEMBERS have said they would "not comment on rumours" that the brand would eventually enter Formula 1, while tech chief Ulrich Hackenberg said Audi was following Formula E "with great interest".

CITROËN'S SPLIT FROM DS will give the brand a freedom that it didn't have when it was allied with DS, according to Citroën boss Linda Jackson. "Previously, we were working for two kinds of customer and that could make our approach quite schizophrenic," she said. Citroën plans to differentiate itself from rivals through stand-out design, spacious and comfortable interiors and a no-nonsense approach to fitting cars with only the technology that customers want and use.



THE TORQUE SPREAD of the Mazda 2's petrol engines will be improved, according to European R&D chief Kenichiro Saruwatari, to counter recent criticism of the otherwise well-received supermini.

MAZDA SAYS ITS Skyactiv technology has shifted its reputation upmarket. The company has had "dramatically more trade-ins from premium models into the Mazda 6 and CX-5", according to European boss Jeff Guyton. "That's a recognition that the brand and product have moved," he said. Mazda claims Skyactiv is more talked about than any other car maker's eco sub-brand.

KIA OFFICIALS HAVE outlined plans for the firm's latest powertrains. A 1.0-litre turbo triple will be launched in the Cee'd this year and could also appear in the Venga and Rio, but it's unlikely to power larger cars such as the next Optima, which will feature the new 1.7-litre turbodiesel 'mild hybrid'. A 1.6 petrol hybrid will power a Toyota Prius rival.

Rolls SUV starts tests on public roads

ROLLS-ROYCE HAS released official pictures of the first engineering prototype for its upcoming Cullinan "high-sided, all-terrain vehicle".

The company says only its length gives clues to the final production car. This mule is based on a shortened Phantom II and will be used to develop the new all-wheel drive transmission and suspension system.

The mule will appear on public roads from this week

OFFICIAL PICTURE



and, says the company, "will assist Rolls-Royce engineers in developing a final suspension system that will deliver... the brand's

hallmark 'magic carpet' ride not only on the road, but off road, too.

"The first series of tests will focus on Project

Cullinan's on-road behaviour from suspension throw to high-bodied stability, using the first iteration of the newly designed suspension system. The result will be 'Effortless... everywhere'." That's a strong hint to the marketing line for this model.

'Cullinan' makes reference to the largest gem-quality diamond yet found, but the name is not expected to be used when the vehicle reaches production in 2017.

ULTIMA EVOLUTION UNLEASHED

The latest model from British sports car maker Ultima is the Evolution. It's offered as a coupé and convertible and uses a Chevrolet V8, with outputs spanning 350bhp to 1020bhp. Prices start at £65,995, with deliveries in September.



TIVOLI TO COST FROM £13K

Ssangyong's new Tivoli compact SUV is on sale now, priced from £12,950. The Nissan Juke rival is offered with 1.6-litre petrol and diesel engines and six-speed automatic or manual gearboxes. First deliveries are due in the summer.





VW plots SUV-based ass

Volkswagen looks to address flagging sales in the US market with a five-strong line-up of new SUVs

Volkswagen has started work on a line-up of five new SUVs aimed directly at the US market.

The plans for the SUVs, most of which will end up for sale in global markets, were revealed to Autocar by VW board member and technical chief Heinz-Jakob Neusser at the recent New York show.

Neusser, who is responsible for 'brand and development', said VW would build three new mainstream SUVs and at least two "coupé versions" of those same models.

The move comes on the back of another bad year for the VW brand in the US as it tries to make headway in America's booming new car market. Last year VW sales in the US fell by around 10% to just under

367,000 units, despite the US market being up by 6%.

The company now believes that it has a future product in the pipeline that will appeal to a US market that is shifting rapidly to crossovers and SUVs.

Neusser said he had travelled to meet US dealers last year, bringing a number of future VW production models with him. It was at that meeting that the dealers laid out their request for as many new SUV models as possible.

Work on the production version of the five-metre-long, seven-seat CrossBlue SUV, which will be built at VW's new factory in Tennessee, is already under way. A sportier version, previewed by the CrossBlue Coupé, is also in development.

Both cars will be built on the

longest version of the new MQB platform, making them around 250mm longer than the new Passat Estate and longer even than the new Skoda Superb. The CrossBlue would, however, be positioned below the next-generation Touareg.

The CrossBlue is expected to appear later next year. There is no news yet on whether it will be offered for sale in Europe, although importing it from the US would be entirely feasible. Both Mercedes-Benz and BMW build big SUVs at their southern US plants and export them worldwide.

Indeed, Volkswagen has just been granted permission to significantly extend its Chattanooga factory, adding 130,000sq ft as part of a £600 million investment, according



Taigun concept will make production as a longer five-door model

SPY SHOT
VW TIGUAN

CrossBlue Coupé will follow CrossBlue SUV into production in US



ault on US

to local press reports.

Next in the new VW SUV range will be a replacement for the Tiguan based on the long-wheelbase Golf platform. Neusser said the new car will be long enough to accommodate three rows of seats and is expected to begin production late next year. Unlike the five-seat Tiguan, however, this larger model is unlikely to be sold in Europe.

A more sportily styled version of the new Tiguan is also planned, with both cars set to be exported from VW's plant in Puebla, Mexico.

The third SUV model line was described by Neusser as the "Polo SUV", which indicates that it will be part of the new Polo family due in spring next year. This will be a key model

for VW in the European market.

While the likely styling of the new baby SUV was previewed by the Taigun concept, there will be two significant differences. Firstly, the Taigun concept was just 3.86m long, because it was based on the Up city car, and secondly it had a three-door body.

The production Taigun will be a five-door model (the three-door Polo body is being dropped on the next-generation model) and around 4.1m long, making it a direct competitor for the successful Nissan Juke.

Other product actions planned to shore up VW in the US will include a major overhaul for the US-market Passat later this year.

HILTON HOLLOWAY



The Golf R400 will be powered by a 395bhp, 332lb ft version of the Golf R's 2.0-litre four-pot engine

Work under way on Golf R400

A PRODUCTION VERSION of the Volkswagen Golf R400 concept is "now in development", according to VW technical chief Heinz-Jakob Neusser.

Neusser gave no indication of a launch date for the most potent Golf model yet, which in concept form produced a 395bhp and 332lb ft from its beefed-up turbocharged 2.0-litre four-cylinder engine, taken from the Golf R.

The R400 is all-wheel drive and uses a six-speed manual gearbox. It can hit 62mph from rest in just 3.9sec and reach a top speed of 174mph.

Neusser also confirmed that, despite rumours, the VW Beetle would survive for a third generation. It will be based on the new MQB platform and is likely to be built alongside the Golf and new Tiguan in Mexico.

Despite plans to drop the low-selling three-door layout

for the next Polo, Neusser confirmed that the Golf-size MQB-A platform would retain a three-door layout.

When asked if the current Scirocco would be replaced, Neusser said cars such as the small coupé were "emotional cars" and that there had to be "an evolutionary step for these type of cars" in the next generation, which suggests a much more stylistically radical replacement.

SPY SHOT
PORSCHE 911 TARGA



Flat eight ruled out for 911

THERE'S NO CHANCE of a future flat eight engine for the Porsche 911, despite the prospect having been seriously considered.

The flat six layout is effectively constrained at 4.0 litres because of issues with the size of components that would be needed for a

larger-capacity version.

Heinz-Jakob Neusser, who was previously powertrain boss at the Volkswagen Group, said a flat eight would have to be 5.0 litres in capacity and was "probably too big".

Neusser said: "We have been in the pre-development

phase with an engine like this, but we never did it."

He added that the future flat six Porsche engines would still be able to run to high revs. "Moving to turbocharging is not a problem; it will give us more freedom [in future engine design]," he said.

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MOTION & EMOTION



PEUGEOT



Volvo to rein in premium bling

Swedish car maker's design chief says the firm's future premium products will be a model of restraint

Volvo's new generation of cars will call time on 'bling' in premium car design, according to the company's German design boss, Thomas Ingenlath.

Ingenlath, who has been at the Swedish car maker since 2012, said he thought buyers would turn away from "flashy" design, especially if it disguises a "lack of real content".

He said: "You can make big jumps in design when a brand is establishing itself, but after that it is all about

sophistication. In terms of design language, premium doesn't need to jump about. Premium design will be about consistency over time."

Ingenlath's comments, made to Autocar last month, have been reflected by Land Rover design boss Gerry McGovern.

Also speaking last month, McGovern said the approach for the recent facelift of the Evoque was "not to change it, but to improve and refine the design" and to "increase and refine the interior luxury".

He said this approach to luxury was already in evidence on the fashion world's catwalks, where flashy design had been replaced by a more polished and refined look.

Moreover, according to Ingenlath, this shift in premium design is a natural move for a Swedish company. "In Sweden, it is not done to show personal wealth," he said. "I really had to explain to many people in the company how luxury could be related to the Volvo brand."

"You have to understand

how people live in Sweden. You might argue that having the Swedish landscape and ultra-clean air is a kind of ultimate luxury compared to many places in the world." Swedish luxury, he hints, is public rather than private or personal.

Ingenlath made it clear that expressing luxury in consumer items is very much frowned upon in Sweden. But driving the Volvo brand upmarket required him and his team to come up with a design language that bridged both Swedish

sensibilities and the need to appeal to global premium car buyers.

The belief that "premium design doesn't need to radiate content" is, he said, reflected in the cabin of the new XC90, which is dominated by a large tablet-style touchscreen.

"Although the XC90 does, on paper, compete with German SUVs, the interior gives the passenger a completely different experience and has a very different flair," he said.

HILTON HOLLOWAY

Super-luxury XC90 to rival £150k Range Rover

VOLVO HAS REVEALED a new super-luxury version of the XC90 SUV ahead of the Shanghai motor show.

Set to go on sale in selected markets later this year, the XC90 Excellence is intended to rival other high-end luxury SUVs like the recently revealed £150k Range Rover SVAutobiography. Volvo has confirmed that the new model won't be coming to the UK.

The Excellence ditches the standard seven-seat format for a four-seat layout. There are two individual rear seats, which have massage and ventilation functions.

Rear leg room has also increased, which will appeal to Chinese luxury buyers, who are typically driven everywhere. Passengers can control the infotainment via a retractable touchscreen.

The XC90 Excellence also features folding tables, a refrigerator, heated and cooled cupholders and crystal glasses made in Sweden.

A new screen separates the boot from the rest of the cabin, and there is extra noise insulation as well as Pirelli Noise Cancelling System tyres. An ionic air cleaner, which helps to keep the cabin's air supply fresh, is also fitted.



OFFICIAL PICTURE

PROLOGUE ALLROAD CONCEPT

Audi is set to reveal a third Prologue concept car at the Shanghai show later this month in the form of a high-riding Allroad variant, sources close to the German car maker reveal. It will provide clues to the next A6 Allroad, due in 2018.



MERCEDES PLOTS PICK-UP

Mercedes-Benz will release its first pick-up truck by 2020 as part of the partnership between Daimler and Renault-Nissan. The one-tonne truck will be based on the Nissan NP300 Navara and follow a Renault pick-up due next year.



Murray T25 city car reborn

Gordon Murray's ultra-compact three-seater is set to be reborn as a model for green tech

Gordon Murray's new-era T25 urban car, first revealed in 2010, is to undergo a "complete rethink from the ground up" in partnership with oil giant Shell and former Honda F1 engine designer Osamu Goto. The ultra-compact model will reappear in November as a concept intended to inspire new thinking about simple, practical global city cars.

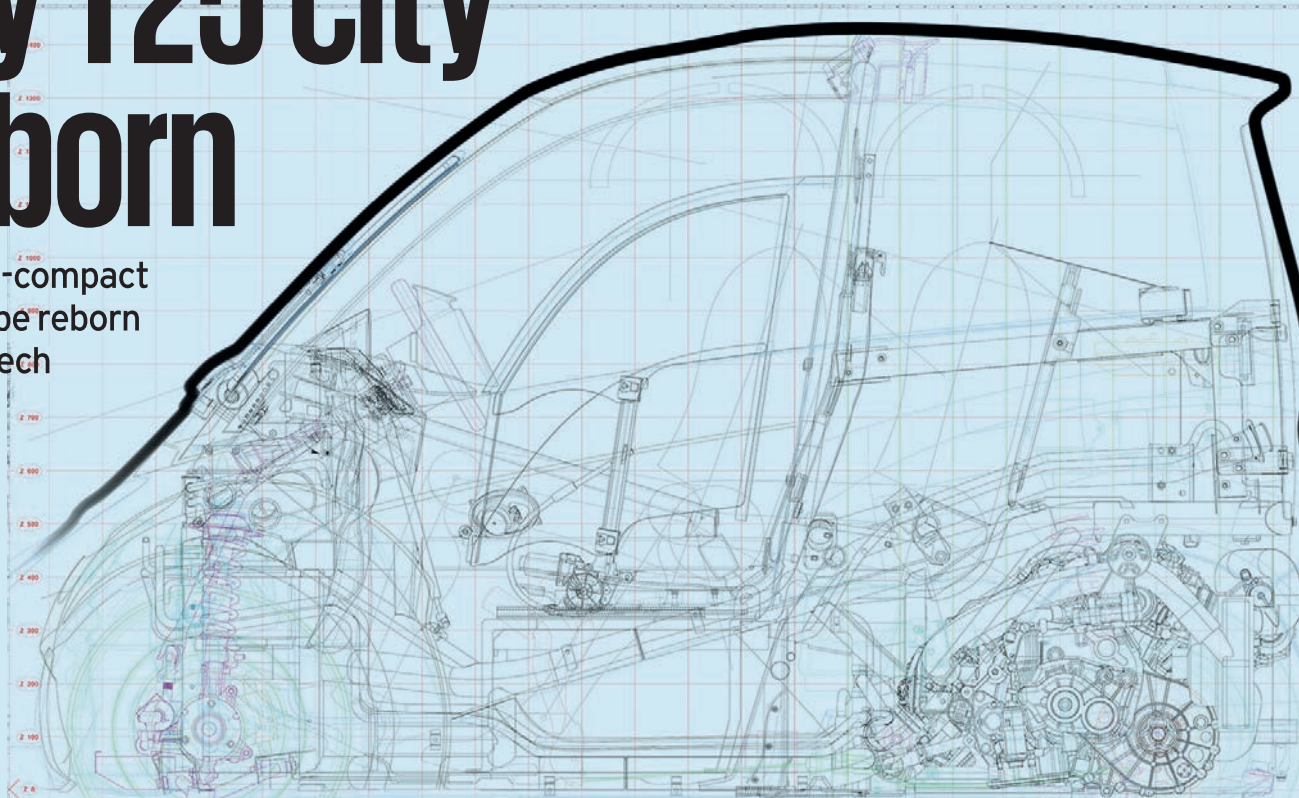
The concept, dubbed Project M, represents a fightback for fossil fuel-powered vehicles in an era that has tended to favour hybrids and electric cars. The partners describe it as "an ultra-compact, efficient car for city use, based around the internal combustion engine". The last project on which Murray, Goto and Shell co-operated was the all-conquering McLaren-Honda MP4/4 Formula 1 car that won 15 out of 16 races in 1988 for Ayrton Senna and Alain Prost.

Project M is not intended for production but acknowledges trends that indicate three-

quarters of the world's nine billion inhabitants will live in cities by 2050. Its creators say it aims to be as relevant to cities where mass motoring is relatively new as it will be to those where it is more than a century old.

Few specifics are forthcoming about the car beyond its mission to draw together the most innovative aspects of lightweight engineering, streamlining and driveline efficiency.

However, there's little doubt that it will retain the T25's ultra-compact, three-seat, rear-engined layout, using the principles of Murray's iStream manufacturing process, which employs a simply fabricated tubular steel frame with strategically bonded-in composite panels to deliver low weight and immense strength without the complexity and inflexibility of the stamped steel components that are the basis of most modern cars.



The original T25 used a modified three-cylinder Smart engine

Williams' F1 hybrid tech set to power London buses

BY THE END of next year, 500 buses in London could be using an electromechanical hybrid system originally developed by the Williams Formula 1 team.

Using a composite flywheel to store energy from the brakes and feed it back to an electric motor, it offers a simpler, cheaper and more durable solution than storing the energy in batteries.

The flywheel hybrid system is the first step in a planned revolution in the way buses are

designed in a bid to reduce both pollution and noise.

It was first developed by Williams with an F1 application in mind, but the system instead ended up in sports cars competing in the World Endurance Championship.

The advantage of a flywheel system is that it is light, compact and efficient, but the disadvantage is that it

can only store energy for short periods. It is suited to racing where cars are continually either accelerating or braking but is of limited use in a road car where there is more long-distance running.

It is, however, ideally suited to an urban bus, which is generally either accelerating or braking and whose substantial mass means a large

amount of kinetic energy is produced.

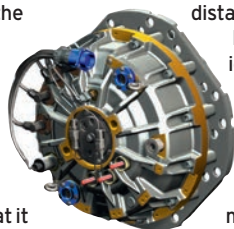
Engineering firm GKN now wants to develop the tech further by mating it to a small diesel engine running continuously as a generator, with most of the energy powering the bus coming from the flywheel itself.

This could cut bus pollution by as much as 50-75%, because diesels are dirtiest when slowing down or speeding up. Running the engine at a

constant 1500rpm or so should also make buses quieter.

The flywheel also has significant running cost advantages, as it will mean a smaller engine is needed and no gearbox is required, so the system is tipped to pay for itself within two years.

It would even be possible to fit the powertrain with a small battery pack for short zero-emissions hops – for driving the length of London's Oxford Street, for example.



ENTRY-LEVEL MODEL S REVISED

A new 70D version of the Tesla Model S replaces the 60S as the entry-level version. It has 60 miles more range, is half a second faster to 60mph and gets an extra electric motor, making it four-wheel drive. Prices start at £54,500.



SALES BOOST FOR LOTUS

Lotus sales have jumped by 55% compared with the last financial year, with 2015 cars sold since March last year. These are the firm's highest sales since 2008-2009. Elise sales were up by 80%, Exige sales by 53% and Evora sales by 35%.



Q&A GORDON MURRAY

Why the three-way deal?

"It's a tripartite agreement to show the potential of engineering co-operation. You can't build truly efficient cars without pushing boundaries of weight, combustion, aerodynamics and low friction, which is what we are doing."

**Do car makers pay enough attention to these things?**

"The best try to, but many just pay lip service. We want to inspire not just engineers and designers but end users too."

How close is Project M to your T25 design?

"We've taken the T25 architecture, with its three-seat layout, and started reassessing its principles and materials from scratch. We have a new young design team that meets weekly with our partners to compare progress."

Will Project M have a different engine from T25?

"Yes. Osamu Goto and his team are using a three-cylinder engine from a Japanese kei-car as the basis for new thinking on frugal combustion and ultra-low friction."

Will Goto's Honda connections upset your deal with Yamaha over the Motiv?

"We don't believe so. I believe they'd be pleased. What we're doing is meant to benefit everyone with an interest."

Will there be a big launch when Project M goes live?

"I believe so, but the details are still secret and in the hands of Shell. They have their best people working on it."

Few engine details are available beyond the fact that the development of Project M's engine, lubricants and vehicle will be completely integrated. It is understood that Goto is using an existing 660cc three-cylinder engine from a Japanese kei-car and modifying it for low friction and high efficiency to integrate his and Shell's latest technology.

Shell is at pains to emphasise the efficiency-

improving potential of modern, low-viscosity lubricants when integrated into the wider design of a car and its engine. The original T25, which used a Smart-derived petrol triple and experimental low-friction Shell oils, returned 97mpg to win a London to Brighton economy run and showed the potential of new lubricants to cut urban-cycle fuel consumption by up to 6.5%.

STEVE CROPLEY

SPY SHOT
MG GS

UK trials for MG SUV

THE MG GS SUV has been spotted testing in the UK by Autocar reader Tom Stevenson ahead of sales next year.

The five-seat Nissan Qashqai rival was first previewed by the CS concept at the Shanghai show in 2013. It is set to go on sale in China next month, with a UK introduction earmarked for early next year, according

to officials from MG parent company Shanghai Automotive Industry Corporation (SAIC).

According to the DVLA, the car spotted is a 1.5-litre petrol-engined MG. It was seen undergoing road trials in Tenbury Wells, Worcestershire. A 2.0-litre petrol engine and a 1.9-litre turbodiesel are also likely for MG's first-ever SUV.

Tester's Notes

Matt Prior



Easy school holiday commutes are ruined by this sort of thing

Ah, school holidays. They used to be a reprieve for the commuter, with fewer cars making for shorter journey times and less stress. A couple of weeks of "oh, it's not so bad", allowing you to put off that moment when you decide to pack it in, move to the country and live off the land, for another term, and then another term, until eventually you run out of terms, they give you a clock and send you off, and during the following decades your only driving is to the cruise terminal and GP surgery. I'm sure I used to like commuting in the school holidays.

But now I don't. I know there are still pockets of respite in towns at 8am, but the problem with school holidays today is that people still want to drive to places. Today there are a million people who don't care about cars, yet who have spent their PPI rebates on them and want to drive them – while you and I are still trying to go places. And

In life, rules are governed by the actions of the lowest common denominator

they're hopeless at driving.

The problem, as I see it, is that these are people who have never set wheel on the M40 at 2pm on a Tuesday, driving, on the M40, at 2pm, and they have not a clue as to how to do it.

They are relatively easy to spot from a distance. Firstly, their cars are most likely to be superminis, crossovers or MPVs bought privately and chosen purely because of the number the dealer showed in the windscreen. The wheels will fill the arches more easily than

usual, because onboard there is a surplus of passengers and Werther's Originals.

Secondly, you'll know because they're in the wrong lane, at the wrong speed, at the wrong time. With the kind of forensic analysis you've come to expect from this column, I can tell you that on The Twitter – that saviour of lazy journalists everywhere – more police traffic officers have written in the past two weeks about pulling cars for being in the wrong motorway lane than at any other time in recorded history.

And it makes me fearful. Fearful not because you and I have to share road space with drivers like this for a few weeks a year. We can cope with that.

No, I'm fearful because, in life, rules are governed by the actions of the lowest common denominator. Every time I see an overburdened MPV wobbling along the middle lane of a motorway, or I spot a parent in town, negotiating a mini roundabout while flagrantly texting their offspring to find out from which park they should be collected, I fear the day when someone will say that enough is enough, that none of you can be trusted, and the machines must take over.

I'd complain about it when it happened, but by then I'll be living off the land and the only people writing about cars will be celebrity chefs and DJs.



Drivers' thoughtless ineptitude could spoil things for the rest of us

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A Week In Cars



Steve Cropley



This Ferrari FF is 'ours' for the next few months

Our V8 F-Type is fun if you can find a road to suit it



MONDAY

Back to the Smoke after a fine week in Yorkshire putting 1200 miles under the wheels of our Jaguar F-Type R Coupé, which turns out to be quite a hard-edged car to take on holiday. The enormous performance makes it fun, but you can't always find the road to give such a firmly sprung car a decent long run. And as I've said before, there's too much road noise for effortless day-long enjoyment.

Biggest strengths are the steering and seats (both available in lesser F-Types), although the glorious snarl definitely validates our choice of a V8. I love the way, as familiarity grows, you drive the F-Type with smaller and smaller steering inputs, putting your faith in the accuracy, stability and superior suspension geometry that keep the car tracking like an arrow.

TUESDAY

Why does a bloke come to work? To pick up a new Ferrari, of course. With Mr Chief Photographer Papior, I took myself at 10am to the Egham premises of Maranello, the Ferrari dealer located on the western edge of London's orbital M25, to pick up a 13,000-mile Ferrari FF that we'll be running

I love the way, as familiarity grows, you drive the Jaguar F-Type with ever smaller steering inputs

for the next few months. This is a familiar car in road test circles, but there's no such thing as familiarity with any Ferrari, at least not in the sense of taking it lightly. More soon.

WEDNESDAY

Delighted to see Gordon Murray negotiating another gateway

on his mission to preserve our freedom of mobility by simplifying cars and the way we make them. As you'll see elsewhere, Murray has struck a new partnership with oil giant Shell and former Honda Formula 1 engine designer Osamu Goto to design a simple, practical, super-frugal, petrol-powered city car concept, building on his existing T25 but re-examining every single efficiency aspect of it. Called Project M, the idea is to "inspire thinking about maximising personal mobility while minimising energy use".

Once we've recovered from the impact of the announcement, it'll be interesting to study the priorities of the various partners in this deal. Is this Shell showing us that a gallon of gas remains

one of the wonders of the world? Has Goto uncovered some new secret of internal combustion? Can Murray really do better than the T25, already optimised for weight and proportion, or does he see this primarily as another opportunity to persuade Big Industry that his iStream process is the best way to build future cars? Bottom line: I suppose I'm a bit disappointed with another concept that merely "inspires new thinking". We've known for a decade that more efficient city cars are vital. Isn't it time to start building 'em?

Luckily, today's car makers side with me on this: they employ teams of noise hunters bristling with microphones and stethoscopes, all even more obsessed than I am.

The best thing about being so bothered is that easy wins are possible, and today was typical. Setting off to enjoy the serenity of a three-pot Vauxhall Corsa, I was horrified to discover that the car's previous inhabitant had left a passenger's door pocket full of assorted junk, including an annoying pencil that jumped on bumps and rolled about infuriatingly on corners. Worse, he/she had left the rear seats down, which both allowed extra road noise through from the boot and produced a series of infuriating squeaks. But what joy it was to be able to quell the whole cacophony in a minute at the roadside by first erecting the seats and then lobbing the detritus into a roadside bin.

And another thing...

Diary date: this year's Brighton Speed Trials will be on 5 September. This 83-year-old event deserves our continuing support, especially since the misguided local council tried to ban it last year. Be there.



FRIDAY

As the Steering Committee will tell you, I can get quite boring on the subject of car refinement. Wind noise from ill-fitting door seals, buzzes from behind the dashboard, mid-corner clunks as an unattached metal seatbelt tongue hits a car's B-pillar – they're all deeply annoying.

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MG 6 TS

8.4.15, Longbridge MG Motor raises its game by revising its tidy-handling five-door Octavia rival

Credit where it's due: MG Motor has been making some inroads. The launch of the MG 3 demonstrated that the company could produce a passable Ford Fiesta alternative, one that was particularly notable for its affordability and energetic handling.

In fact, orders for the 3 helped to propel the company's sales figures to a total of 2326 cars last year, putting it ahead of soon-to-depart Chrysler and within 500 cars of Subaru. That's not heady heights by any stretch, but it's far ahead of the likes of Ssangyong.

To further this expansion, the company has turned its attention back to the other model in its line-up, the 6, which was launched in 2011. Remarkably – and this bears promise for future efforts – MG Motor is heeding the feedback that it has received from customers and press alike and, as a result, the 6 has been granted a lengthy list of revisions. Externally, it benefits

from more distinctive styling, and inside it gets a new 7.0in touchscreen media system and a redesigned centre console.

The trim levels have been tweaked – now S, TS and flagship TL – and prices hacked, with the new entry-level S now costing just £13,995, which represents a £3000 reduction. MG has also ditched the inefficient turbocharged petrol engine from the range, so the only option now is the 1.9-litre turbodiesel. This, too, has been fettled, resulting in better acceleration and efficiency. The 0-60mph time drops from 8.9sec to 8.4sec and average fuel economy improves from 57.6mpg to 61.4mpg.

MG's efforts to upgrade the cabin have been a partial success. The redesigned centre console is neater than before and the new media system works adequately well. It's not quite on a par with that which you'd find in mainstream European rivals, but it's functional and offers a wide array of features.

There's still work to be done, though. The steering wheel would benefit from some reworking, and the instrument cluster and touchscreen still appear to float in a vast blank space of cheap plastic. It's comfortable inside, though, thanks to well-bolstered seats. It's still a practical car, too, with seating for five adults and a big

If you're on a budget, it will be hard to better the MG's blend of kit, performance and fuel efficiency



Revisions to the 6's diesel engine improve performance, but it remains unrefined



Centre console controls are more straightforward than before, and the seats are well bolstered, but the plastics betray the car's budget pricing



New 7.0in touchscreen is a welcome addition to the equipment-laden interior; practicality is a strong suit for the 6 and there's good rear space



boot. What's more, the 62-litre fuel tank enables a potential range of more than 830 miles.

The 1.9-litre diesel engine serves up adequate performance and is perhaps a little more persuasive in its in-gear delivery than it was before, but it's still far less refined and linear in its responses than similarly powerful engines found

elsewhere. Under load, or at higher speeds, there's a harsh metallic note to it that is reminiscent of diesels from 10 years ago, and its vibrations permeate the controls. In this respect, MG still has some distance to go. Our test car did, however, return an indicated 48mpg during a mixed route – an impressive showing.

Pleasingly, the MG is still quite gratifying to drive, particularly on flowing country roads, where the competent chassis provides a decent halfway house between ride comfort and cornering capability. The steering doesn't seem as fluid as it did previously, though, with an excess of assistance as you move away from the centre position, but the rest of the controls are well weighted and precise.

You get an awful lot of standard equipment for your money as well. This mid-spec TS version has heated seats, an auto-dipping rear-view mirror, automatic lights and

wipers, Bluetooth, cruise control, air conditioning, that touchscreen infotainment system, DAB radio and rear parking sensors.

This raft of kit goes some way to compensating for the annoyances elsewhere, such as the necessity to select neutral in order to start it, which can lead to a frantic, confused scramble if you stall the engine at a busy junction.

Still, if you're on a budget, it's going to be hard to better the MG's blend of equipment, performance and fuel efficiency. It may not be the most enthralling car to drive or the best finished, but you do get a great deal of metal for your money.

To put it in perspective, a Skoda Octavia equipped to the same level as this TS model costs about £21,000. That's almost £5000 more than the MG, so you're really going to need to want the finer interior finishes and hikes in refinement to justify such a hefty step up.

LEWIS KINGSTON



Generous sidewalls help ride comfort



MG 6 TS

Revamped 6 is an affordable and well-equipped saloon, albeit one hamstrung by an agricultural diesel



Price	£16,195
Engine	4 cys, 1849cc, turbodiesel
Power	148bhp at 4000rpm
Torque	258lb ft at 1800rpm
Gearbox	6-spd manual
Kerb weight	1530kg
Top speed	120mph (limited)
0-60mph	8.4sec
Economy	61.4mpg (combined)
CO₂/tax band	119g/km, 21%

MANUFACTURER'S CLAIMED FIGURES

QUICK FACTS
PRICE £22,895
ON SALE AUGUST



Ford C-Max

9.4.15, Majorca Ford refreshes its compact MPV to combat newer, more upmarket competition

We like the Ford C-Max. Granted, it's easy to question the ultimate purpose of a so-called MPV that seems to offer little over a normal hatchback other than a higher roof, but the C-Max has always offered sprightly handling and decent running costs. However, the compact MPV territory has changed dramatically in recent months with the arrival of the BMW 2 Series Active Tourer and, before that, the Volkswagen Golf SV, so this revised C-Max needs to fight its corner against newer and more upmarket competition.

With this update, it gets sleeker styling, an updated dashboard and multimedia system and more efficient engines, including the 1.0-litre Ecoboost petrol, the 1.5-litre diesel seen in the new Focus and the 2.0-litre diesel, whose power is now up from 138bhp to 148bhp. That said, the only engine we got to sample was the new 1.5-litre Ecoboost, which won't be coming to the UK.

Whatever witchcraft Ford has been wielding in its chassis department for the past couple of decades, the spell is clearly still working. Within the modest realms of the compact MPV class, the C-Max remains the best to drive. In fact, it handles with remarkable composure and willingness for a slightly dumpy-looking high-roofed family five-door. Swing it into a corner and you'll enjoy decent levels of communication through the fairly precise steering, and it gives lots of warning when you are running out of grip and about to stray into moderate understeer.

For all of its cornering ability, though, the C-Max has well-judged damping that softens all but the most rucked-up surfaces. The body is kept from lolling about too heavily as well, so it's perfectly comfortable even over poor roads. Overall, the C-Max is a wieldy thing that offers the ideal compromise between good dynamics and a well-controlled, pliant ride.

It's a shame we won't get the 1.5

Ecoboost engine, because it's a refined unit that spins freely through the rev range. However, experience with the updated 148bhp 2.0 TDCi in the Grand C-Max tells us that this range-topping diesel will be a good option for those who want strong mid-range heft, albeit at the price of slightly gritty engine noise and a fraction firmer bump absorption.

Within the modest realms of the compact MPV class, the C-Max remains the best to drive



Revisions include sleeker-looking bodywork and a range of more efficient engines



The new dashboard simplifies the control layout and perceived quality is better than before; an 8.0in touchscreen is standard on Titanium models



For all of its handling prowess, the C-Max also rides in a comfortable, controlled manner; outer two rear seats can slide back to improve leg room

Inside, the new dashboard is the other really significant change to the C-Max, and it's just as much of an improvement here as it was when it first appeared in the Focus. Fewer switches make it fairly easy to find the right button to prod, and the materials and general fit and finish are better than before. On the mid-spec Titanium trim, you also get an

8.0in colour touchscreen. It's a fairly fiddly system, but add nav and you've got all the functions you could need.

The seat packaging hasn't changed, so you can house two adults comfortably in the rear, and they can even fold the centre seatback flat to allow the two wider outer seats to slide back for even more lounging room. The rear seats can

also be removed altogether, but although the 432-litre load bay is a good shape, many might expect a few more tricks – a variable-height floor, even. Instead, you just get a standard squared-off compartment that offers only marginally more space than that of a normal family hatch.

If you really want a compact MPV, the C-Max has a lot going for it. A 2.0 TDCi model in Titanium trim will set you back £22,895, which is a lot of money, but it is really well equipped and comparable in price to a Golf SV 2.0 TDI. It's also cheaper than a BMW 2 Series Active Tourer.

However, although resale values are predicted to be better with this model than with the previous C-Max, they're still unlikely to be as good as those of the Golf SV. Still, if you're willing to overlook the better financial outlook with the straight-laced VW, the C-Max is as good as its rivals on most of the practicalities and better to drive than all of them.

VICKY PARROTT



Boot is a practical shape and holds 432 litres, but there are no clever storage tricks




FORD C-MAX 2.0 TDCi 150 TITANIUM

A VW Golf SV is likely to make more financial sense, but the C-Max is as practical in most ways and more fun



Price	£22,895
Engine	4 cyls, 1997cc, turbodiesel
Power	148bhp at 3500rpm
Torque	273lb ft at 2000-2500rpm
Gearbox	6-spd manual
Kerb weight	1488kg
Top speed	126mph
0-62mph	9.5sec
Economy	64.2mpg (combined)
CO ₂ /tax band	114g/km, 20%

MANUFACTURER'S CLAIMED FIGURES



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QUICK FACTS

PRICE £19,480
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Volkswagen Polo GTI

1.4.15, Surrey New 1.8-litre engine aims to turn this sensible hot hatch into a more engaging one

We didn't get on all that well with the previous Volkswagen Polo GTI. It was worthy enough in a modest kind of way, but whereas its rivals made a punching bag of your adrenal gland, the Polo merely prodded at your reasoning, forever reminding you how economical and easy to live with it was. At the heart of its rationale was the powertrain, a tedious combination of DSG auto and twincharged TSI that was its biggest fault, it being about as brawny and thrilling to tussle with as a knackered budgerigar.

Consequently, the best thing about the new version is its wholesale replacement. You can still have a DSG as an option, but we urge you not to. Stick with the gratis six-speed manual, which is what we drive here.

Attached to the new 'box is an all-new 1.8-litre petrol engine, an EA888 variant that cranks out 189bhp from 4200rpm and 236lb ft of peak twist from just 1450rpm.

Much as fitting a larger-capacity motor helped the Mini Cooper S's overall appeal, so it goes here. Although the bar was low, given the spiritlessness of its predecessor, this is manifestly a more rambunctious and modestly involving brand of Polo. A bigger presence and deeper soundtrack help, married to the kind of ingratiating getaway that doesn't immediately need stoking up with the throttle to feel brisk. Briskness there is, though – to the tune of 0-62mph in 6.7sec.

Being a VW lump, the 1.8 TSI still doesn't completely throw off the shackles at high revs, but it swells convincingly from an inevitably muscular mid-range and it practically goes without saying that having a manual gearchange to make at the end of it all introduces a level of collusion between driver and car that simply wasn't there before.

The sensation of a bigger, more sinewy lump feeds well into the handling experience, too, because

the stability bias that VW prefers to engineer into its non-R hot hatches requires a bit of heft to keep it halfway interesting. Previously, there was a tendency to give up on the whole affair and stay grumpily within the limits. Now, with a powertrain worth working, there's more incentive to engage with the chassis's high levels of grip.

Opt for the Sport performance pack (which, at just £245, you definitely should) and you get a switch to tweak the dampers a smidgen tighter. Press it and together with new, beefier anti-roll bars, the Polo passes off a pleasing impression of its big brother, meaning that B-roads pass underneath in a confident blur of front-drive competence and clever isolation. It's all very gratifying and, combined with the obligatory VW levels of usability that accompany it, it makes the car's intransigence beyond the limit all the more forgivable.

That ultimately, in our prejudiced

book, leaves it still trailing the superheroes among the superminis. The Ford Fiesta ST and Cooper S are both exciting in ways the Polo never begins to emulate – but we're willing to concede that they both exude a certain showiness that isn't everyone's cup of tea. Considered from other angles, particularly in its five-door format, the appeal of the Polo's superb build quality, practicality and inviting interior all start to stack up, especially when it stays shy of £20k. It's still an appeal to a buyer's logic, then, but all things considered, I'd probably now opt for one over a Renault Clio RS 200. Which isn't as high a level of praise as it ought to be, but it's still uncharted territory for the Polo GTI.

NIC CACKETT

VOLKSWAGEN POLO GTI

Short of the brilliance that typifies the class, but the new engine is one more reason to like this car



Price	£19,480
Engine	4 cys, 1798cc, turbo, petrol
Power	189bhp at 4200-6200rpm
Torque	236lb ft at 1450-4200rpm
Gearbox	6-spd manual
Kerb weight	1272kg
Top speed	146mph
0-62mph	6.7sec
Economy	47.1mpg (combined)
CO ₂ /tax band	139g/km, 22%


MANUFACTURER'S CLAIMED FIGURES



The quality and practicality of the cabin are part of this car's appeal; understated looks are matched by a restrained dynamic bent



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Kia Rio 1.4 2

9.4.15, Oxfordshire Facelifted supermini shores up its appeal as a good-value all-rounder

Kia's four-year-old Rio supermini has been given the lightest of mid-life nips and tucks.

Changes to the outside are only minor and include new front and rear bumpers, a modified grille and a couple of blink-and-you'll-miss-them detail changes to some of the exterior trim. Slightly more significant changes have been made to the inside and on the spec list, where there are material and trim improvements aimed at boosting perceived quality. Features on offer higher up the range now include a 7.0in touchscreen infotainment system with built-in sat-nav.

There are no mechanical changes or tweaks to the engine range, so buyers still get to choose from 1.1 and 1.4-litre diesels, as well as 1.25 and 1.4-litre petrol units. It's the 1.4-litre petrol model with 107bhp that we are testing here.

This is one of those engines that needs to be really revved to do its best work. You don't get into a Rio

expecting your socks to be blown off by the power delivery, but downsized turbo engines with plenty of low-end torque are now commonplace in this segment and able to give even the most humdrum of models a degree of spirited performance.

So the absence of one here is noticed. Kia is aware of it, though, and the firm has recently revealed a 1.0-litre three-pot turbo petrol engine that should make its way into the Rio in time. Back to 2015, though, and although the 1.4 petrol here may lack spirited performance, it does at least return some decent economy figures. Near to 50mpg can be achieved on an average run. That is unusually close to the official figure of 53.3mpg, which is something that can't usually be said of most modern downsized turbo engines. Kia's 1.4 is also a quiet and refined unit and one that's hooked up to a sweet-shifting six-speed manual gearbox.

Equally sweet is the ride quality of this car. It lacks the suppleness and

maturity of the class's best, such as the Ford Fiesta and Volkswagen Polo, but the Rio's ride is comfortable, and that's going to be an important box ticked for many potential buyers. But although the chassis tuning has focused on comfort, the Rio is still more than respectable when it comes to handling. Body control is particularly impressive and the Rio turns in keenly enough. It's never engaging – the overly light feel to the steering sees to that – but it's competent enough.

Other boxes ticked by the Rio include a comfortable driving position, good visibility and well-matched control weights, again all things that a good supermini should offer.

However, we knew much of that about the Rio before its facelift, so of more note here are the interior improvements. It has been a while since I last sat in a Rio, but the cabin's general look, feel and overall perceived quality are impressive,

particularly with regard to the materials used in the key areas you'll be interacting with. However, the small, somewhat old-fashioned display screen in the centre console lets things down a bit, and the more tucked-away materials lack the classy finish of those you'll find in a Polo.

The Rio has plenty going for it. It looks okay, drives okay, is economical and comfortable and feels well built. That will be enough for many buyers, particularly when you factor in that seven-year warranty and the good value that the car represents.

To us, though, a merely 'okay' driving experience means that the Rio remains well short of the accomplished dynamic performers at the top of this class.

MARK TISSHAW

KIA RIO 1.4 2

Facelifted Rio is wholly competent, but look elsewhere in this class if you want an inspiring car to drive



Price	£13,645
Engine	4 cyls, 1396cc, petrol
Power	107bhp at 6300rpm
Torque	101lb ft at 4200rpm
Gearbox	6-spd manual
Kerb weight	1141kg
Top speed	114mph
0-60mph	11.1sec
Economy	56.5mpg (combined)
CO ₂ /tax band	114g/km, 17%



The cabin gains new materials aimed at boosting its perceived quality; mild exterior revisions include new rear and front bumpers



FORM AN ORDERLY Q7

This all-new Q7 must fight Audi's corner in an ever more crowded market. Is it up to the task? **Greg Kable** drives it





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After three flights and more than 22 hours of travel, we have reached Geluk, Namibia. This place, which has an official population figure of nought, is little more than a gravel airstrip and a few scattered buildings in the middle of the Namib Desert. You're unlikely to find it in many holiday destination guides. However, the scenery here is nothing short of breathtaking, with towering red sand hills, jagged mountains and vast valleys dominating the harsh landscape.

It is where Audi development boss Ulrich Hackenberg and a team of engineers from Ingolstadt have come to carry out the last validation drive of the second-generation Q7, and we have been invited along to sample the plush new SUV in extreme conditions on a mixture of coarse-chip bitumen and loose gravel roads as well as rocky trails and sandy tracks before it heads into the more accommodating confines of UK showrooms at a starting price of £50,340.

We've arrived in Geluk outside the hotter months of summer, when temperatures frequently rise beyond 50deg C. But with this inhospitable region of Namibia gripped in drought, the conditions remain unforgiving. "If a car excels out here, we know it will be fine on the typical roads back home," says Hackenberg.

Audi has brought along seven pilot

production prototypes in all. There are diesel and petrol models for us to drive in various specifications. The diesels run Audi's familiar turbocharged 3.0-litre V6, which will be offered in the UK, and the petrol versions are powered by an updated version of a 3.0-litre V6 that is set to be introduced in other markets.

Further engines are planned for the Q7, including a new diesel-electric hybrid system revealed at the Geneva motor show last month. But with charging points not exactly a dime a dozen in the desert, the sign-off testing being carried out by Audi here in Namibia is focused around the two engines that will be offered from the outset of sales in August.

The new Q7 departs in every area of construction from its predecessor and is the first model to be based around Audi's new second-generation MLB platform. The multi-material structure is also earmarked to underpin upcoming successors to the Porsche Cayenne and Volkswagen Touareg as well as the Bentley Bentayga SUV and a whole new generation of Audi models, including next year's all-new A4.

Hackenberg says the new platform offers far greater modularity than the older MLB structure and is key to a significant 325kg reduction in kerb weight over the first-generation Q7, thanks to the use of plenty of hot-formed steel and aluminium →



All-new Q7 is more engaging to drive than today's model



Ground clearance and lack of low-range 'box limit off-road prowess



The changes inside are even more far-reaching than those on the outside



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SLK 350 » 328 BHP
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250 CDI ALL MODELS » 259+ BHP
320 CDI V6 » 274 BHP
350 CDI V6 » 312 BHP
420 /450 CDI V8 » 358 BHP

BMW

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M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618 BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M3 E46 » 370 BHP (+DE-LIMIT)
F10 520D » 221 BHP
F10 530D » 296 BHP
F10 535D » 358 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
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Along with giant strides in ride quality, the Q7 handles with impressive poise



← within the body, heavily revised suspension featuring a greater number of aluminium components and developments such as the adoption of aluminium doors.

Up close, the new Q7 appears a fair bit smaller and generally less imposing than its predecessor – almost like a high-riding estate with oversized wheel houses, in fact. These impressions are backed by the facts. At 5050mm long, 1970mm wide and 1741mm tall, it is 370mm shorter and 15mm narrower but the same height. The wheelbase has also been reduced, but only by 10mm to 2990mm, and the tracks are 29mm wider at the front (to 1679mm) and 11mm wider at the rear (1691mm).

You won't have any trouble distinguishing Audi's flagship SUV from its many competitors. Key styling cues, such as the bold single-frame grille, have been retained, although the surfacing treatment is now tauter than before, giving the new Q7 a more athletic look. Numerous crease lines within the flanks also give the impression that it sits closer to the ground.

A series of new aerodynamic refinements – including extensive underbody cladding and a grille with flaps that automatically close to reduce wind turbulence when engine bay cooling is not required – has netted the SUV an impressive 0.32 Cd.

The changes inside are even

more far-reaching than those outside. As part of Audi's bid to move the Q7 upmarket, the new SUV gains a contemporary-looking dashboard with an optional 12.3in digital instrument panel, minimal switchgear and a retractable 8.3in multimedia screen. It is combined with a prominent centre console that houses a stubby gear selector and a newly designed MMI (multimedia interface) controller, among other switchgear. These test cars may be billed as pilot production prototypes, but the quality throughout is outstanding, with leather, metal and soft plastic surfaces.

A generous amount of seat adjustment provides the new Q7 with a wide range of driving positions. Visibility is excellent, helped by the repositioning of the exterior mirrors from the front quarter window to arms attached to the doors. On first acquaintance, the dashboard appears to sit too low and the centre console too high, almost as if Audi's designers wanted to give it a sports car-style feel. It's an impression that continues throughout the day.

Before we set off, though, we climb into the rear of the new Audi and discover added space all round. Despite the reduction in external dimensions, the new Q7 offers greater rear accommodation, with worthwhile improvements in leg and head room. All models destined →



Materials and design show Audi's intent to move the Q7 upmarket



Digital instrument panel offers a variety of different displays

AUDI Q7 3.0 TDI

All-new Q7 is roomier, more refined, smoother-riding and more engaging to drive than its forebear



Price	£50,340
Engine	V6, 2967cc, turbodiesel
Power	268bhp at 3250rpm
Torque	442lb ft at 1500rpm
Gearbox	8-spd automatic
Kerb weight	2060kg
Top speed	145mph
0-62mph	6.5sec
Economy	47.9mpg
CO ₂ /tax band	153g/km, 28%



← for the UK will come as standard with a third row of seats, providing accommodation for up to seven people. Getting into the two rearmost seats is made easier by a second row that now tilts farther forward. There is sufficient room for adults under six feet tall and, as we discover later, the seats offer enough comfort for more than short journeys.

With all seven seats upright, there is a nominal 295 litres of luggage space and 770 litres when the third row of seats folds automatically into the somewhat high-set boot floor via a button. With the second row of seats folded away, there is 1955 litres.

We head off on a 300-mile loop through the Namib Desert with Hackenberg as our passenger in a Q7 TDI – the model Audi expects to garner the majority of sales. With 268bhp and 442lb of torque, it is authoritatively brisk, with plenty of low-end urge and a smooth nature. There is excellent throttle response and sufficient flexibility through the

mid-range to endow the new Audi with effortless performance up to and beyond UK limits.

Audi claims a 0-62mph time of 6.5sec and a 145mph top speed. Subjectively, it feels quicker. You sense the wholesale reduction in weight almost immediately out on the open road. Overall, the new Q7 feels significantly more fleet-footed and a lot more eager than its predecessor on the run.

The standard eight-speed gearbox, sourced from transmission specialist ZF, has a range of revised ratios that allow the engine to operate at lower revs than in the previous model. This brings improved fuel economy and reduced emissions without sacrificing overall accelerative ability or in-gear performance. Officially, the Q7 TDI returns an average of 47.9mpg and emits 153g/km of CO₂. As part of the focus on weight, Audi has once again decided not to offer the Q7 with a low-range transfer case.

Running along arrow-straight



Namib Desert takes its toll on cars, hence this shakedown test

New Q7 is shorter
than its predecessor
but also roomier



Audi R&D boss Ulrich Hackenberg explains Q7's tech to Kable



desert roads at typical motorway speeds with little more than 2000rpm showing on the rev counter, the cabin is superbly isolated from the engine and remarkably free of vibration for a diesel. A noticeable reduction in wind buffeting around the repositioned exterior mirrors and excellent insulation of road noise complete the new Q7's impressive performance on refinement and acoustic qualities. Front and rear occupants can converse with each other at all times without ever having to raise their voices.

Another big improvement is the ride, which is far more controlled and offers outstanding rolling refinement across a wider range of speeds in Comfort mode than before. With aluminium now used within the front suspension strut towers and other areas of the floorpan, the new Q7 benefits greatly from an overall increase in structural rigidity. Together with wholesale changes to the elastokinematic properties of

the suspension, the new structure provides more cossetting qualities. Riding on the optional air springs fitted to each of the prototypes in Namibia, the Audi swallowed most bumps and transverse ridges with tremendous conviction. The new Q7 also isolates road shock with far greater authority than the old model, bringing a polished smoothness to its on-road character even in the worst of driving conditions.

Switching to Dynamic mode brings firmer damping and less wheel travel, although the inherent control and compliance provided by the reworked underpinnings remain integral to the driving experience.

Along with the giant strides made in ride quality, the new Q7 also handles with impressive poise, helped by a 50mm lowering of the centre of gravity and thoroughly redesigned suspension that has greater adjustment in its camber control. With a direct nature to its electromechanical steering and


outstanding body control, the Q7 is sufficiently wieldy to engage the driver over challenging roads in Dynamic mode.

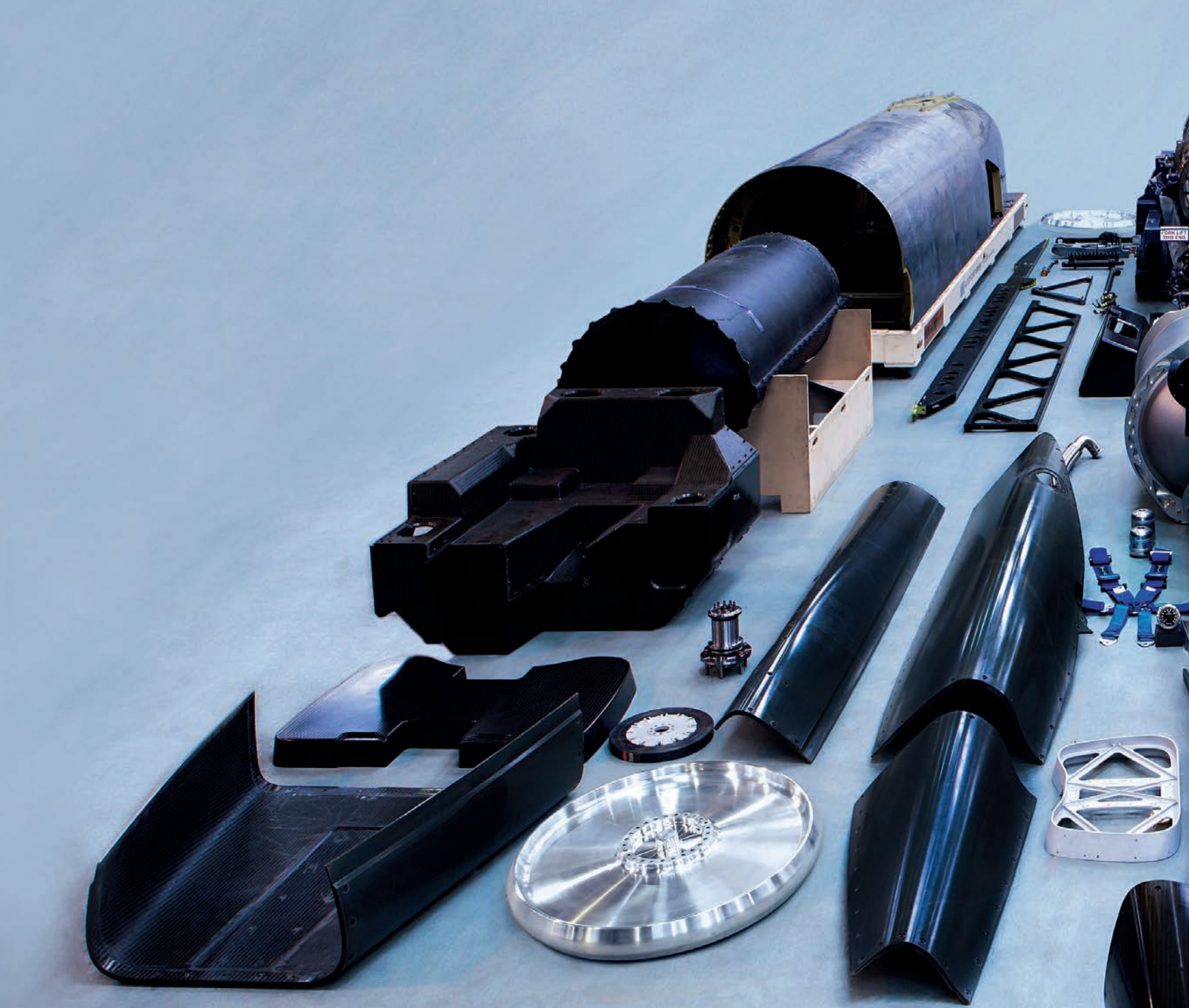
A new four-wheel steering system, which will be an option on models bound for the UK, allows up to 5deg of opposite turn on the rear wheels at low speeds for a one-metre reduction in the turning circle compared with the first-generation Q7 and greater manoeuvrability around town. At higher speeds, the rear wheels turn in parallel by up to 2deg to improve stability. Spearing along at high speed on the gravel roads outside Geluk proves the worth of the 4WS, which greatly enhances longitudinal consistency over the bumpy surface.

Given the conditions and the fact that these prototypes are running on all-terrain tyres, traction levels are also outstanding. In normal conditions, the torque-sensing quattro four-wheel drive system apportions the drive in a 40/60 split front to rear, but it has been

programmed to send up to 85% to the rear when required.

Heading off road over rocks and sand, the Q7 makes a pretty decent fist of things. But without the ground clearance and low-range gearing of some rivals, it is clearly aimed more towards on-road driving than the rough stuff. However, Hackenberg hints that an off-road package will be offered at some point.

Smooth, quiet, spacious, reasonably quick, economical and engaging to drive, the new Q7 is noticeably improved in every area. But with the ranks of luxury SUVs already crowded with a whole armada of rivals and new arrivals such as the Jaguar F-Pace not far off, it is going to have its work cut out emulating the outstanding success of its predecessor, which has hauled in more than 500,000 sales in 10 years of being on sale. But those who do opt for the big Audi will find it to be a very capable car, even in the harshest of driving conditions. 



IT'S NOT EASY BEING GREEN

Especially when you're RAF Wing Commander Andy Green and your challenge is to crack 1000mph. **Hilton Holloway** asks the fastest man on wheels about his task

PHOTOGRAPHY STEFAN MARJORAM



If you were going to cast the part of an RAF Wing Commander, Andy Green would be a perfect choice. Notably tall, broad shouldered and lean, he looks like the bloke in charge. Which is handy, because he really is an RAF Wing Commander as well as being the fastest human on wheels. Andy Green holds not only the outright world land speed record (a supersonic 763.035mph in Thrust SSC, achieved on 15 October 1997 in the Black Rock desert in the US) but also the diesel land speed record (350.092mph in the JCB Dieselmax on the Bonneville Salt Flats on 23 August 2006).

I meet Green at Coventry's



Andy Green flies jet fighters for a living

Transport Museum, where, as part of the facility's ongoing revamp, a new land speed record display room has been created. This new space is worth visiting, because it houses the previous two land speed record holders, Thrust 2 (which hit 633.468mph in October 1983) and Thrust SSC, together with the new Bloodhound SSC. All three are, of course, British.

If everything goes to plan, Bloodhound – which will also be piloted by Green – will have hit 1000mph on a South African desert by the end of the year.

You might think, as I did, that Green is the UK's go-to land speed

← record pilot simply because of his background flying Phantom and Tornado jets for the RAF and his experience with Thrust SSC. However, he is bringing more than just a fundamental understanding of the physics of the challenge. Green is also making a huge contribution to the design and engineering of Bloodhound, because he happens to be a maths whizz – the sort of whizz who got a first in his mathematics degree at Worcester College, Oxford.

I like to dig into a vehicle's engineering, but talking to Green about the design of the Bloodhound is wholly different from the average automotive technical briefing. Judging by our conversation, trying to run a wheeled vehicle – powered by both a jet engine and a three-bore rocket – up to 1000mph and stopping it again requires a significant grasp of higher-level physics and maths.

Safety-critical areas, such as steering stability, the ability of the suspension to cope with dips in the desert surface (which could translate into 30-tonne loadings) and how to keep the rear wheels on the ground (the rear of Thrust SSC famously lifted off), have all benefited massively from Green's input.

I also run into Mark Chapman,

chief engineer of the Bloodhound project, and it is clear he's a bloke who's interested only in the most challenging tasks in engineering. He's just clocked up seven years with the Bloodhound project, and before that he worked on an immensely complex jet engine 'lift system' for the Lockheed Martin F-35 Lightning II, said to be the most expensive aeroplane programme of all time.

As we stand next to the Bloodhound mock-up, Chapman points out the forged and turned aluminium alloy rear wheels and explains that they will be rotating at 10,500rpm during the record run. To that end, they have to be in perfect balance.

Chapman says the production wheels were tested by Rolls-Royce in Derby and given the thumbs up. The aero engine maker has to balance the compressor fans that run at similar speeds inside jet engines, so it is pretty experienced in this area.

It's also surprising to hear that the Bloodhound team has just two operational jet engines for the 1000mph attempt. The pair of EJ200 turbfans come from a Eurofighter Typhoon and are good for nearly 21,000lb of thrust on reheat.

Chapman says they have about 15 to 20 hours' life left in each of them.

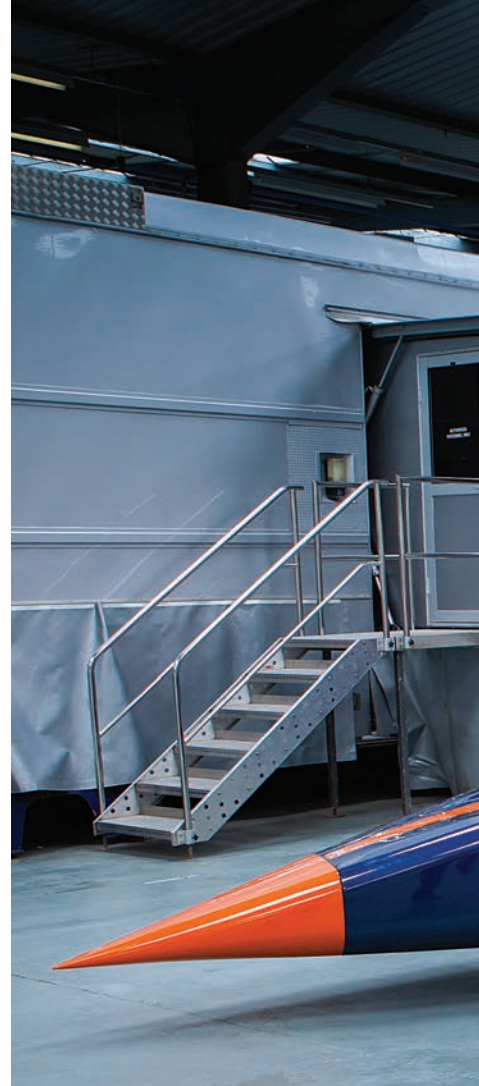
"We can start them about 60 or 70 times each," he says. The engines are aged by 'hot-cold' cycles and can self-diagnose their remaining life.

However, generating the power to propel Bloodhound to 1000mph isn't nearly as complicated as getting the vehicle to cut cleanly through the air and across the surface of Hakskeen Pan, where the record attempt will take place.

Perhaps Green's key experience in Thrust SSC was what he described as "hitting a wall" as the vehicle reached its 763mph maximum speed. The engineers named the phenomenon 'spray friction'. As Thrust SSC accelerated, a huge shock wave was created that 'exploded' the surface of the desert under the vehicle. The resultant plume of debris caused huge drag, preventing it from gaining more speed.

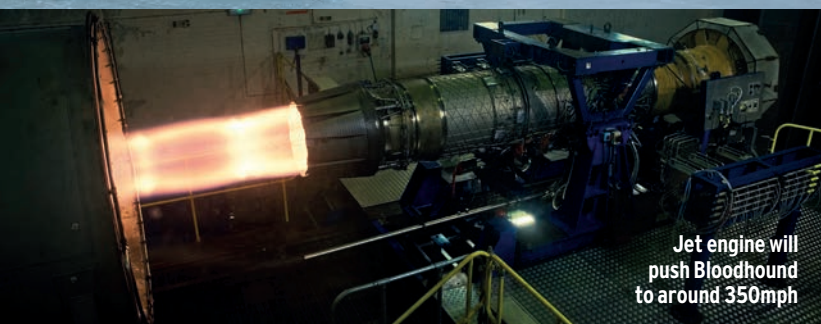
It is why the 13.5-metre-long Bloodhound is a svelte machine with a relatively small footprint, outboard rear wheels and an upright rear end. This design should prevent the car from sucking up the desert and ejecting the debris in its wake.

That can only be a good thing, because Green needs as little to worry about as possible. Once the jet engine gets him up to



Controls on the right are for speeding up, those on the left for slowing down





Jet engine will push Bloodhound to around 350mph



READOUTS INCLUDE INFORMATION ON THE JAGUAR V8 USED TO PUMP HYDROGEN PEROXIDE INTO THE ROCKET BOOSTER

around 350mph, Green will light up the rocket, which should run Bloodhound to 1000mph in just 20 seconds. Then he has to slow back to a standstill without losing control or running out of track.

Green has designed the cockpit's layout himself. The days of radial dials are long gone, with Green opting instead for a pair of flat-panel displays. In basic terms, he says, "the right-hand panel deals with power and acceleration and the left-hand panel with stopping".

The right-hand readouts include information on fuel loads, tank pressures, the state of the Jaguar V8-powered pump used to drive hydrogen peroxide into the rocket



The control layout is to Green's design

booster, and oil temperatures.

"Visually," he says, "the view is right to left." The left-hand readout covers the braking system in all three of its forms: air brakes, parachute and wheel braking. The central display – which Green thinks he will be looking at for 90 per cent of his high-speed run – is a dial, but that makes it easy to read off the Bloodhound's speed and Mach number.

If you look closely, you can see a small triangle on the edge of the central dial. This moves around in real time, helping Green to calculate when the parachute can be safely deployed. This is at around 600mph, after the air brakes (800mph), but before the wheel brakes (200mph).



Team leader Richard Noble with the record-setting Thrust 2

And the two big, rather traditional-looking Rolex dials? They're not just branded jewellery, says Green. The one on the left is a GPS-governed speedo, which has its own power supply. Should the cockpit lose power and the other instruments die, he will be able to use the Rolex – combined with his huge command of mathematics – to calculate his complex deceleration routine.

The next step is a test-firing of Bloodhound's rocket, in Norway. Green, meanwhile, is focusing on his own preparations, which involves taking to the skies in an aeroplane. It's the only way he can simulate the g-forces he'll experience when he gets up to speed in South Africa. **A**

Strife in the fast lane

Thought the famous Gatso was the only kind of speed camera? Think again. As **John Evans** discovers, the authorities now have myriad devices with which to catch speeding motorists

Should Michelin ever be stuck for an idea for the next book in its popular I-Spy series, it could do worse than speed cameras. There are about 20 types, both fixed and mobile, some more common than others.

They are rarely far from the headlines, either, with the newest model, called the Redflex Hadecs 3 ('Hadecs' stands for Highways Agency Digital Enforcement Camera System), attracting more than its fair share of them in recent weeks. At present, the cameras are confined to so-called 'smart' sections of the M25 between junctions five and six, near Clacket Lane services, and 23 and 27, between the A1(M) and the M11. Many more will be installed over the next two years as the smart network, characterised by up to five running lanes, including the former hard

shoulder, as well as variable speed limits, expands.

The advantage of a Hadecs 3 camera is that it can be mounted on a roadside pole and scan up to five lanes, whereas its predecessor, the Hadecs 2, which is still in use on motorways with variable speed limits elsewhere in the UK, can photograph only one lane and must be mounted on an overhead gantry. Like the Hadecs 2, the Hadecs 3 cameras are painted an inconspicuous grey, rather than yellow, causing them to be branded 'stealth' cameras. (Critics seem to have forgotten that Hadecs 2 cameras are also grey.) They use a combination of radar and a system that monitors the variable speed limit applying at the time and alters the camera's operating threshold.

Hadecs 3 cameras are →





← permanently active, even when the variable speed limit returns to 70mph. It's this feature that has caused concern among motoring groups. The Hadeacs 3 cameras at Clacket Lane services on the M25 went operational on 22 October last year and, according to Kent Police, they had caught 1861 speeding motorists by 21 February. However, because the cameras remain active when the variable speed limit is lifted, that figure included 799 motorists who had exceeded 70mph.

Keith Fairbank, a press officer at Kent Police, said it was likely that many more drivers had been caught exceeding the limit but that police had decided only to penalise the most serious offenders. Guidance issued by the Association of Chief Police Officers (ACPO) is to prosecute in cases where the driver is caught exceeding the speed limit by 10% plus 2mph.

Ian Patey, head of profession for intelligent transport at Mouchel, a consultancy that advises the Highways Agency on installing and operating speed cameras on

smart motorways, said the aim of the new Hadeacs 3 cameras was to help encourage motorists to adhere to the speed limits and to keep traffic flowing.

"The point of variable speed limits on smart motorways is to keep cars moving at a steady speed and avoid vehicle bunching, which causes congestion," he said. "The new cameras are painted grey, rather than yellow, so that motorists don't see them and slow down, only to speed up again, causing bunching."

However, Patey predicted speed cameras might one day give way to vehicle speed limiters.

"There are already systems such as adaptive cruise control in cars that can intervene to slow them down," he said. "I could see a time when speed limiters take the place of speed cameras on roads like smart motorways."

Until then, motorists have not only the new Hadeacs 3 cameras to contend with but also, on other roads, a host of equally effective, fixed cameras of varying shapes and sizes. Opposite you'll find our I-Spy guide to the most common.



TRUVELO COMBI FORWARD FACING

What is it? A fixed, forward-facing speed camera but, unlike Gatso, it can be rearward-facing, too.

How does it work? Four pairs of sensors in the road calculate the speed of passing traffic. Farther along the road, towards the camera, are three lines. If the sensors detect a speeding vehicle, it is photographed as it crosses the middle white line.

Did you know? To avoid possible embarrassment, the photo will not be released to the driver without their permission.



VECTOR

What is it? A form of average speed camera similar to Specs (see above right) and officially known as a two-lane bi-directional ANPR (automatic numberplate recognition) camera.

How does it work? It uses ANPR to identify vehicles and calculate their average speed between different camera locations. It can monitor up to two lanes, and lanes flowing in opposite directions. It is capable of working in all weathers and at vehicles' maximum speeds.

Did you know? Vector cameras are also used to monitor bus lanes, red lights, yellow box violations and parking infringements.



TRUVELO D-CAM

What is it? A speed and red light camera in one that can cover up to three lanes of traffic and be rear as well as forward facing.

How does it work? When used as a traffic light camera, a set of sensors is buried before the stop line and three check lines are painted on the road after it. The middle line is located 750mm after the stop line. The vehicle's front wheels fall into this secondary area to provide visual proof of the secondary check. An updated version, D-Cam L, uses a laser to measure vehicle speed.

Did you know? It can store 100,000 digital photos, as well as send images back to the control centre the moment they are captured.





DIGITAL SPECS

What is it? It's used to police average speed zones and is often seen mounted on gantries at the sides of motorways.

How does it work? The system uses multiple installations along a road (a minimum of two) and ANPR (automatic numberplate recognition) technology to record passing cars and calculate their average speed. As a vehicle passes the first camera, an infrared photo is taken and the time recorded. As it passes the second camera, two photos – infrared and colour – are taken. A computer analyses the photos to retrieve the registration plate. Another compares the times of the two infrared photos to calculate the vehicle's speed between cameras. If it's above the threshold, a Notice of Intended Prosecution may be sent to the driver, as with all speed camera violations.

Did you know? Drivers believe they can dodge the cameras by changing lanes, but sometimes they are set to overlap. As a result, and because it's not clear which cameras 'clocked' you in and out, it's unwise to risk it.



REDGUARD (RED LIGHT VIOLATIONS)

What is it? A fixed camera that polices red traffic light violations simultaneously in up to four lanes.

How does it work? Radar or sensors in the road after the stop line are activated when the light changes to red. If a vehicle passes the sensors, three digital photos are taken. The first is a zoom shot of the numberplate, the second a wide-angle shot of the vehicle and the environment, and the third an image of the vehicle in motion.

Did you know? When set to do so, it can also record green light speeding offences.



HADECS 2

What is it? It enforces variable speed limits on motorways.

Each camera is located in a gantry above its respective lane.

How does it work? A radar measures vehicle speed, and if it is above the variable limit threshold, the camera takes three photos. Two are analysed by enforcement staff and provide a secondary check of the vehicle's speed based on marks on the road. The third picture is a close-up of the numberplate.

Did you know? Hadecks 3, its successor on some smart motorways, can scan up to five lanes from one location.



GATSO METER TYPE 24

What is it? A fixed, rearward-facing speed camera.

How does it work? A radar in the camera measures the speed of a vehicle. If it is above the preset threshold, the camera takes two pictures. However, this photographic evidence alone is insufficient, so there are white lines, called secondary check marks, painted on the road ahead of the camera at specific intervals to help calculate the vehicle's speed. A Gatso can't record the speed of an approaching vehicle but may be rotated periodically to monitor the opposite carriageway.

Did you know? Gatsos are often fitted with a dummy unit, which will continue to flash motorists driving over the speed limit as a warning.



SPEEDCURB CAMERA

What is it? A fixed, rearward-facing camera that can be mounted in pairs to monitor up to four lanes and, with an additional set facing in the opposite direction, police opposing ones.

How does it work? It uses three piezo sensors one metre apart in the road to calculate the speed of the passing vehicle. A further set of check marks on the road surface provides extra evidence.

Did you know? The SpeedCurb takes three digital images: two wide-angled shots showing the vehicle and its location, as well as the progress of the vehicle over time, and a third focusing on its numberplate, from which the number is retrieved by computer.

Range Rover Sport SVR

Special Vehicle Operations creates a potent Cayenne Turbo fighter

MODEL TESTED SVR

- Price £93,450 ● Power 542bhp ● Torque 502lb ft ● 0-60mph 4.4sec ● 30-70mph in fourth 6.4sec
- Fuel economy 18.8mpg ● CO₂ emissions 298g/km ● 70-0mph 47.5m

It takes an inordinate amount of brand cachet and confidence to do this. At a time when austerity is still making front page headlines throughout the western world, this is a £93,000 Range Rover Sport (£108,450 as tested) that has 542bhp.

Those are large figures that could easily seem out of kilter with the times. But austerity be damned: this car has been coming, no matter what.

In the past year, more than 500,000 people have become millionaires in the United States alone, and that rate is being outstripped by the Chinese. There are now more people than ever

WE LIKE Extravagant V8 ■ Engaging handling ■ Retained off-road ability ■ Inviting cabin



● Enlarged front air intakes feed two charge coolers, which in turn feed cool air to the engine's supercharger. They are also how you'll identify the SVR in your rear-view mirror.



● You still get a Land Rover badge up front, on the radiator grille. At the rear, the SVR badging supplants the familiar little green oval.



● Gloss black dressing on the radiator, bonnet and these front wing vents looks quite stealthy and complements the black of the Sport's floating roof pillars. Black 'Range Rover' badging ties in with this colour scheme.



● These wheel arch spats only appear with the optional 22in alloys and sports tyres that widen the SVR's tracks.

before who have the means to afford cars like this Range Rover Sport SVR, the first Land Rover product of Jaguar Land Rover's Special Vehicle Operations (SVO) division.

The people at SVO have made the SVR nothing less than the most powerful Land Rover in the company's history. The car deploys 542bhp from its supercharged 5.0-litre V8 engine and adopts a raft of mechanical and dynamic changes to accompany the extra horsepower. This is still a vast SUV, but given the kind of demand that's available globally for luxury and performance 4x4s,



Range Rover Sport was launched in 2005

the question, then, is no longer "why would you make a car of this size, with this power?". Given that there are so many people with the income and inclination to buy one, the question

is "why wouldn't you make one?".

It's a question BMW asked itself with the X5 M as long ago as 2010 and that it answered well enough to continue into the latest X5 and X6. But, then, BMW was ahead of the game when it introduced the X5 a good half decade before Range Rover launched the Mk1 Sport in 2005. Porsche's Cayenne Turbo is into its second generation, too. So the fact that the SVR only now tops a Sport line-up that has, in this second generation, been on sale since 2013 means it's a latecomer. We'll find out whether the time has been well spent.

DESIGN AND ENGINEERING



It's tempting to pre-judge a new performance car by the number of bespoke mechanicals its maker has lavished on it. Even the most open-minded petrolhead may be surprised that there's been no extra-large engine shoehorned into this car and very little special hardware fitted to the standard Sport's driveline and suspension. But that only serves to show the danger of judging this →

WE DON'T LIKE ■ Reduced functionality of rear seats ■ Firm low-speed ride ■ Predictable thirst



● Even compared with some mighty V8-powered Jags, the SVR's V8 sounds special. This active exhaust creates an even angrier bark because the pipes don't need to cross over under the body.



● Roof spoiler looks relatively understated but helps to reduce and balance aerodynamic lift – just as the revised splitter does up front.



● Full-size Range Rover gets a drop-down tailgate; old Sport got a two-piece hatch. This car gets neither – a small imposition on practicality, but a regrettable one nonetheless.



● This badge will be used only on high-performance, four-wheel-drive Land Rovers and Jaguars built on the same production lines as the regular versions.



● Sportier Land Rovers get an upright gear selector like this; more relaxed cars get a rotary dial.



● As well as the conventional dial, you can have the speed displayed digitally in the instrument binnacle and in the £1000 head-up display.



● Upholstery options are all-black leather, or a mix of black with grey, tan or red. "Engine-turned aluminium" trims can be swapped out for carbonfibre for £1550.



MULTIMEDIA SYSTEM

There are more intuitive multimedia interfaces – and better-looking ones – than the touchscreen that graces the Range Rover Sport's interior. But despite a slight blockiness to some of the graphics that is partly caused by it being able to display something different to the driver than it does to the passenger (the £800 dual-view option), it's an extremely adaptable set-up. Although map resolution and detail could be better, plotted routes are easily kept to and the systems shortcut buttons make switching between menus quick and simple.

As standard, the touchscreen deals with all of the usual luxury car paraphernalia, from heated seats through to the satellite navigation, communications and entertainment systems (including, in this case, a splendid-sounding £5000, 23-speaker Meridian stereo upgrade).

But it also copes with add-ons such as the display for the wade depth sensor (£750), the all-round camera system (£700) and various parking assist options. In time, though, the Range Rover Sport will presumably get the superior multimedia system from the Discovery Sport.

◀ particular book by anything other than its driving experience.

Instead, SVO's approach was to be fairly pragmatic in deciding what to replace or simply retune or enhance from the Range Rover Sport. In doing that, it has run a risk. But it has also rather cleverly taken the opportunity to emphasise the engineering integrity of the standard Range Rover Sport by demonstrating – more or less – what it was always capable of.

The SVR is powered by the same 'AJ133' supercharged 5.0-litre V8 that goes in the V8 S/C model, albeit here in the more rarefied 542bhp tune with which it powers the Jaguar F-Type R Coupé. The driveline is materially unaltered, although new electronic controls for the eight-speed automatic transmission deliver faster shifts, while revised settings for the electronic locking rear differential make for enhanced traction and directional control. You also get an electronic locking diff on the front axle and Land Rover's clutch-based centre diff, which nominally splits power 50/50 front to rear but can send 100% of it to either pair of wheels. Plus you still get the Range Rover Sport's low-range transfer case and Terrain

Response 2 traction control system, so the compromises to Land Rover's traditional rough-stuff capability are almost non-existent.

The changes to the make-up of the SVR's height-adjustable suspension are limited to firmer bushes, new pistons for the air springs, bigger wheels and tyres and, on cars such as our 22in wheel-shod test example, wider axle tracks. Additionally, with those optional wheels come the first performance road tyres to be offered on a Land Rover product, in this case Continental ContiSportContact 5s. Otherwise, SVO's efforts have largely gone on retuning the interlinked springs, magnetorheological dampers and active anti-roll bars offered on the regular Range Rover Sport.

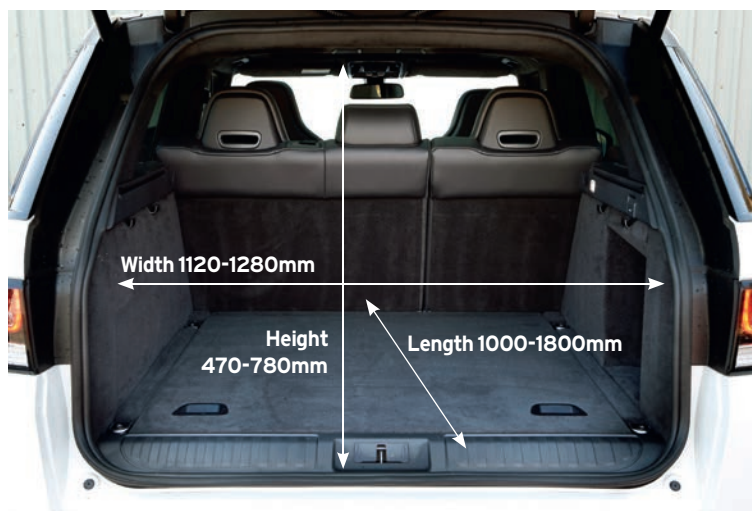
Besides the SVR badging, the styling identifiers consist of enlarged front air intakes on a revised front bumper, new black grilles on the nose, bonnet and front wings, a new roof spoiler and a rear valance that includes a rear diffuser and quad tailpipes. No single design revision looks over the top in isolation, but on a performance car the sheer size of the Sport they combine to create an impression of genuine menace. ➔



● Heavily sculpted seats are standard, in four different finish options. Most of our testers found they looked better than they felt, particularly over distance.

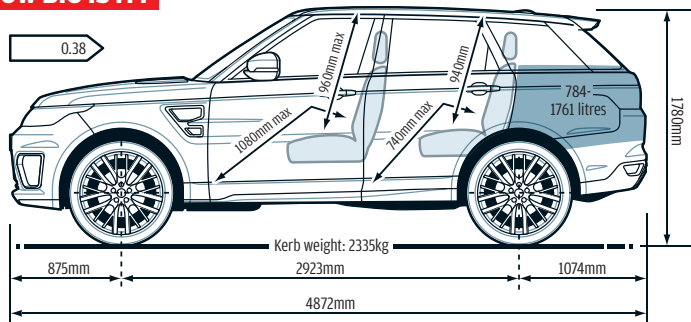


● Rear occupant space is quite generous in some ways, but head room isn't abundant. Extra sculpting makes the middle perch for occasional use only.



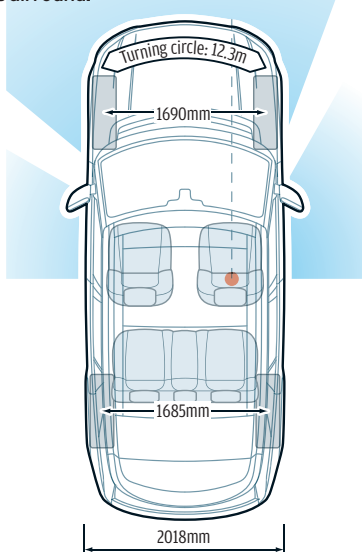
● No seven-seat option with the SVR. The load bay is big by class standards, and the spacesaver spare wheel is a welcome inclusion.

HOW BIG IS IT?



VISIBILITY TEST

High driving position makes for an excellent view in all directions. Parking is made easy by optional manoeuvring cameras all round.

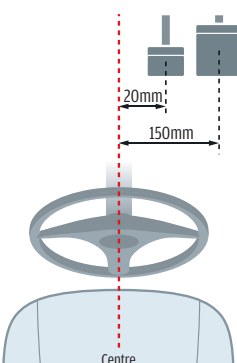


HEADLIGHTS

Adaptive xenons offer great power and a well-judged dipped beam. Automatic dip function works well.

WHEEL AND PEDAL ALIGNMENT

Beyond reproach. Right-handed offset will be ideal for most drivers, while those who wish to left-foot brake on occasion will find that comfortable, too. Steering column has abundant adjustment.



INTERIOR



SVO received a pretty good base point for the SVR's interior, so it hasn't taken a huge amount of work to make a Range Rover Sport's cabin feel appropriate for a car costing £100,000. Material quality, fit and finish are all pretty much first rate. The resolution on some of the digital touchscreen's graphics and the head-up display is bettered by that of some of the German car makers, but even the standard Sport counters with a sense of rare opulence inside.

For the SVR, the differences are slight but sufficient to give the Sport another lift – albeit one aimed squarely at those looking for performance cues rather than luxury ones. They get them in the deeply sculpted shapes of the seats, which scream 'sporty' in a way that's slightly out of kilter with the fact that you're

looking horizontally across at them, not down on them, when you open the door. Land Rover's high-set driving position is unchanged by buckets that, ultimately, look more supportive than they are. There's no denying that the driving position remains strong, however, with plenty of room for occupants both front and rear. The steering column electrically adjusts through a vast range and the seats have 16-way adjustment.

Sporty chairs aren't just reserved for front-seat occupants either. Open the back door and you'll find rear passengers get the same look to their chairs, right down to the holes for harnesses that will never be fitted. A fifth seat remains, but Land Rover calls it 'occasional'. We'd like to be in it even less frequently than that.

However, the rear seatbacks still split 60/40 and fold, so, discomfort of the fifth seat aside, the car remains as practical as ever. The boot is large – 489 litres in capacity with the seats up, rising to 1761 litres with them folded.

PERFORMANCE



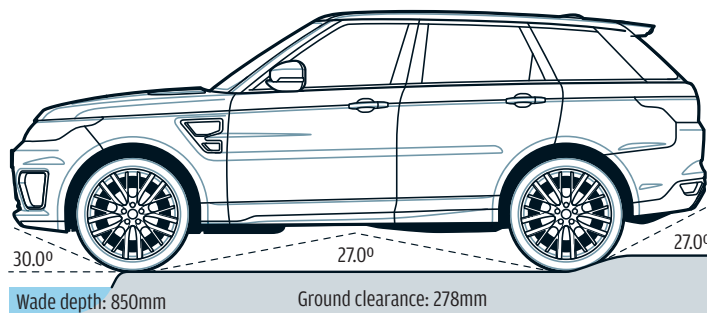
Presented with nothing else to do, the SVR's optional head-up display shows only two numbers: your speed and the legal limit. Basic information, you might think, but a vital reminder given the rarity with which these numbers marry up organically.

The combination of Range Rover variant and JLR's bombastic V8 is a familiar one, and that fact makes the new-found ferocity of the SVR's performance even more startling. Where the standard motor is a prodigiously swift, relentlessly sonorous item, the SVO treatment has delivered a rabidness for which the extra 40bhp hardly accounts.

Indeed, in S mode (a convenient wrist nudge of the gear selector to the left), the SVR's caterwauling acceleration doesn't just make for a satisfying comparison with its

stablemate; instead, it rivals that of the rear-drive F-Type R Coupé with which this car shares its ECU. Despite giving away a preposterous 700kg in kerb weight, the Sport's one-way 0-60mph time at Millbrook was just 0.2sec behind Jaguar's claim for its quickest coupé yet. Of course, the SVR enjoys a traction advantage over that model, but even when measured against the Porsche Macan Turbo we figured last year (itself at least 300kg lighter), the Range Rover is still 0.3sec to the good – and a full second quicker over a standing kilometre.

As startling as they are, the figures provide only a pencil sketch of what is undeniably an oil and canvas experience. As it is in the F-Type, the V8 is truly on song from a little after 3000rpm to about 6000rpm. As the in-gear numbers attest, its efforts tend to trail off slightly before upshifts, but that's barely apparent when you're subjected to the brutish, unflagging shove of the thing. It's part tectonic plate and part Bowler Wildcat.



TRACK NOTES

Select the SVR's Dynamic mode and the car is a different animal. That we enjoyed it most on track – not the Hill Route, either, but Millbrook's flatter handling circuit – says it all. With the suspension at its firmest, the SVR hunkers down into Cayenne-aping mode, yet it shuns the Porsche's aloofness. Instead, channelled through its consistent, muscular steering, the car becomes thoroughly exploitable. SVO has not only achieved both on and off-throttle adjustability but has also brilliantly preserved a sense of all-wheel drive mastery. The SVR is assured and staggeringly adhesive on proper tyres, right up to the glorious point where you no longer want it to be. A fast Range Rover, then, in the absolute best possible sense.

IN THE ROUGH

On standard 21in wheels and M&S tyres, the SVR would follow a regular Range Rover Sport almost anywhere. Its suspension sacrifices nothing on ride height or wade depth, and any differences between the cars' clearance angles is a result of SVO's more aggressive styling. The slightest of the SVR's ramp angles is 27.2deg in Off-road mode, ground clearance is 278mm and wading depth 850mm. On all bar ground clearance, it beats a Cayenne Turbo S by some way.

We tested the car on 22in rims and sports tyres, but even so it generated enough traction to negotiate steep, muddy slopes. Some rock-crawling ability is sacrificed with the bigger wheels, but we suspect few buyers will notice.

ACCELERATION 10deg C, dry

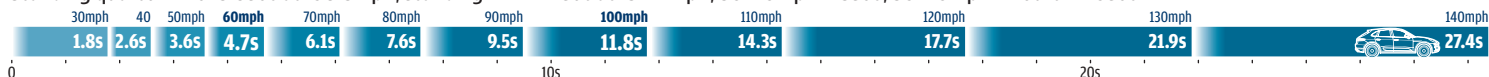
Land Rover Range Rover Sport SVR

Standing quarter mile 12.8sec at 111.4mph, standing km 23.2sec at 141.1mph, 30-70mph 3.8sec, 30-70mph in fourth 6.4sec

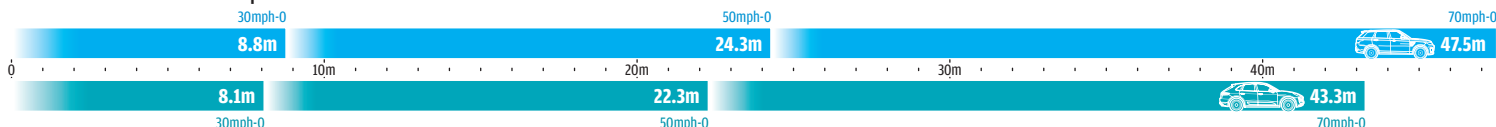


Porsche Macan Turbo

Standing quarter mile 13.5sec at 106.3mph, standing km 24.2sec at 134.7mph, 30-70mph 4.3sec, 30-70mph in fourth 7.0sec



BRAKING 60-0mph: 2.60sec





The SVR is firm, but its ride comfort remains more than acceptable



None of the Sport's heft or directional certainty has been dialled back in the pursuit of leanness

And then, when you've had enough, plainer sailing is just an additional gear selector waggle back towards you. In D mode, the SVR reverts closer to type: the accelerator is duller, ratio swaps slushier and the butterfly valves firmly shut until beyond 4000rpm. It isn't schizophrenic enough for you to forget the underlying frenzy entirely, but that is as it should be.

RIDE AND HANDLING



Clearly, given the nature of its raw performance, the SVR would be nothing without commensurate enhancement of the Sport's chassis. But we'd argue that it would have been rendered equally defunct were the car not still discernibly a Range Rover. The careful treading of this fine line, somewhere between unstoppable force and immovable object, is a core part of what makes the new model such a compelling vehicle to drive. That said, not even Land Rover, with its favourite suspension spring medium – namely air – to play with,

can entirely conceal a whopping tightening of the dynamic screw. Consequently, the suspension's usual mighty consumption of bumps comes now with a certain constriction.

This you'll notice before anything else, because to get to the higher speeds where the trade-off proves rather inspired, you must first traverse the low speeds at which it feels incrementally less accomplished. However, even in town, ride comfort remains of a standard that would make the German engineer of an equally fast saloon weep into his currywurst. And as you still sit high above it all, the car's capacity to absorb the world underneath you unheralded is still largely intact, but the ability to then make it disappear behind you in fierce, scathing bursts is all-new.

With the adaptive settings left unaltered, the SVR's heightened potential feels much as SVO promised: a firmer, flatter, pointier Range Rover Sport. That literal description hardly explains the molten pleasure of the thing, though. Tantalisingly, none of the characteristic heft or directional certainty has been dialled back in the

pursuit of a conjured-up leanness. Instead, the car just feels quite brilliantly 'more' than it was before, as if it were using the extra power to try harder at being dynamically sweeter.

The roundedness of it all obviously speaks to the quality of the tuning job done, and were it the limit, we would have declared ourselves massively contented. But the meat of SVO's mission statement resides in the SVR's Dynamic setting, discussed in more detail in Track Notes (see opposite).

BUYING AND OWNING



Land Rover's positioning of this car leaves room for it to be considered by two distinct types of buyer: the Range Rover Sport regular who simply wants the best, most powerful and most exclusive example of the breed, and the performance SUV buyer migrating from BMW M division, Mercedes-AMG or Porsche offerings. The car is sufficiently attainable on price and dynamically broad-batted enough to appeal to both sets.

While the 18.8mpg our True MPG testers recorded from the car is sobering, it's unlikely to bother those performance SUV fans. It may give the first group something to think about, but at least the standard Range Rover Sport's 105-litre fuel tank makes for a reasonable cruising range.

Benefit-in-kind tax at 37% makes the SVR a vanishingly unlikely fleet option, meanwhile, as much as that matters. Of greater concern to private owners may be our residual value forecast, which makes this the fastest-depreciating Range Rover Sport that you can buy. It was always likely to be, and some other – but not all – high-performance SUVs will cost you more on that front.

Land Rover gives you xenon headlights, front and rear-view cameras, heated front and rear seats, three-zone climate control and a 19-speaker, 825W Meridian surround audio set-up as standard. It's a reasonable equipment level without seeming generous – particularly so when you consider some of the options fitted to our test car that might have been thrown in for free. →

RANGE ROVER SPORT SVR

On-the-road price	£93,450
Price as tested	£108,450
Value after 3yrs/36k miles	£42,950
Contract hire pcm	£1410.49
Cost per mile	£1.95
Insurance/typical quote	50E/£1195

EQUIPMENT CHECKLIST

Xenon headlights	■
Meridian surround audio	■
SVR-branded leather sports seats and two-seat rear bench	■
22in alloys, sport tyres	■
On-board television	£2400
Dual-view touchscreen	£800
Meridian signature audio, 23 speakers, 1700W	£600
Perpendicular park assist	£5000
Privacy glass with solar attenuating windscreen	£900
Surround camera system	£750
Wade sensing, blindspot monitoring, reverse traffic detection	£700
Traffic sign recognition	£750
SVR engine cover	£600
Head-up display	£1500
Options in bold fitted to test car	£1000
■ = Standard na = not available	

RANGE AT A GLANCE

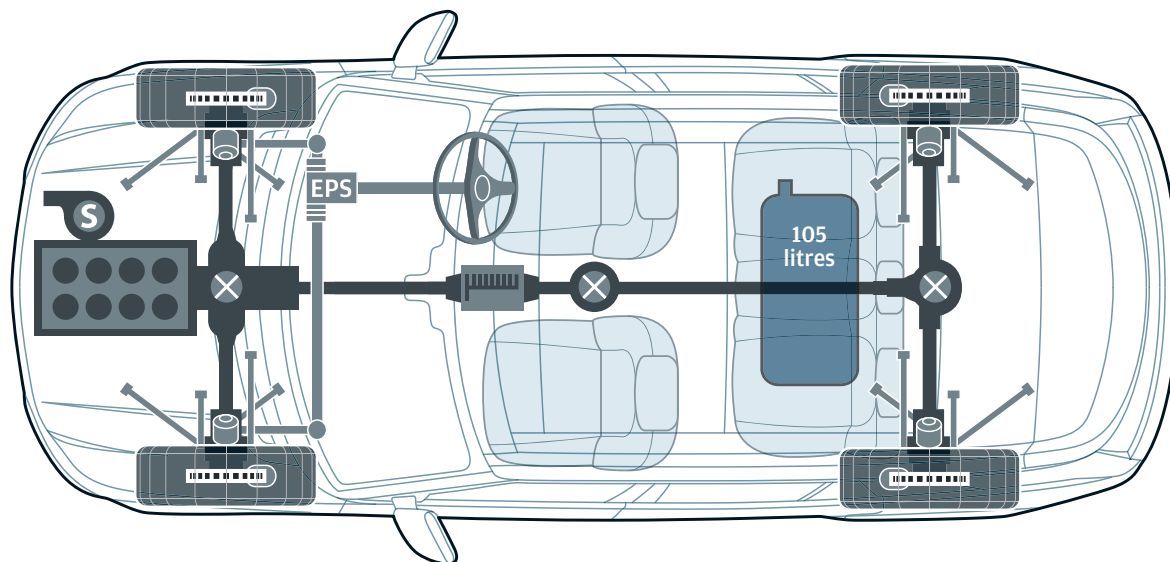
ENGINES	POWER	FROM
3.0 SDV6	288bhp	£61,250
3.0 SDV6 HEV	335bhp	£82,650
4.4 SDV8	334bhp	£82,650
5.0 V8 S/C	503bhp	£82,650
5.0 SVR	542bhp	£93,450

TRANSMISSIONS

8-spd automatic	■
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TECHNICAL LAYOUT

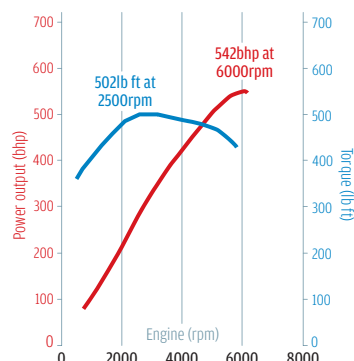
Aluminium monocoque construction with a longways-mounted 5000cc supercharged V8 driving all four wheels. Electronic locking diffs feature on both front and rear axles, the latter retuned for the performance application. Suspension is multi-link at both ends, via air springs, adaptive dampers and active roll control.



ENGINE

Installation	Front, longitudinal, four-wheel drive
Type	V8, 5000cc, supercharged, petrol
Made of	Aluminium head and block
Bore/stroke	92.5mm/93.0mm
Compression ratio	9.5:1
Valve gear	4 per cyl
Power	542bhp at 6000rpm
Torque	502lb ft at 2500rpm
Red line	6600rpm
Power to weight	232bhp per tonne
Torque to weight	215lb ft per tonne
Specific output	108bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Aluminium monocoque
Weight/as tested	2335kg/na
Drag coefficient	0.38
Wheels	9.5Jx22in
Tyres	295/40 R22, Continental ContiSportContact 5
Spare	Spacesaver

TRANSMISSION

Type	8-spd automatic
Ratios/mph per 1000rpm	
1st	4.71/6.0
2nd	3.14/8.9
3rd	2.11/13.3
4th	1.67/16.8
5th	1.29/21.7
6th	1.00/28.0
7th	0.84/33.4
8th	0.67/41.8
Final drive ratio	3.32
Low-range ratio	2.93

ECONOMY

TEST (TRUE MPG)	Urban	14.8mpg
	Extra-urban	22.8mpg
	Average	18.8mpg
CLAIMED	Urban	15.4mpg
	Extra-urban	29.1mpg
	Combined	22.1mpg
	Tank size	105 litres
	Test range	434 miles

SUSPENSION

Front	Multi-link, air springs, adaptive dampers, active roll control
Rear	Multi-link, air springs, adaptive dampers, active roll control

STEERING

Type	Electromechanical, rack and pinion
Turns lock to lock	2.8
Turning circle	12.5m

BRAKES

Front	380mm ventilated discs
Rear	365mm ventilated discs
Anti-lock	Standard with EBD and brake assist

CABIN NOISE

Idle	46dB
Max revs in third gear	80dB
30mph	59dB
50mph	65dB
70mph	67dB

SAFETY

ABS, DSC, EBD, ASR	
Euro NCAP crash rating	not tested

EMISSIONS & TAX

CO ₂ emissions	298g/km
Tax at 20/40% pcm	£576/£1153

ACCELERATION

MPH	TIME (sec)
0-30	1.8
0-40	2.5
0-50	3.3
0-60	4.4
0-70	5.6
0-80	6.9
0-90	8.5
0-100	10.3
0-110	12.5
0-120	15.1
0-130	18.3
0-140	22.6
0-150	-
0-160	-

ACCELERATION IN GEAR

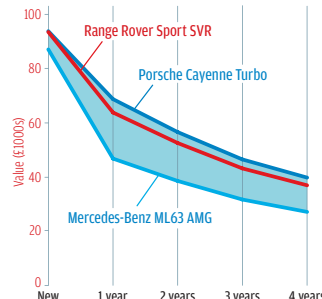
MPH	2nd	3rd	4th	5th	6th	7th	8th
20-40	1.7	2.6	-	-	-	-	-
30-50	1.7	2.5	3.2	4.5	-	-	-
40-60	2.0	2.5	3.1	4.2	6.3	8.4	-
50-70	-	2.6	3.2	4.2	6.0	8.1	12.6
60-80	-	2.7	3.2	4.4	6.0	8.1	12.7
70-90	-	-	3.3	4.5	6.2	8.3	13.2
80-100	-	-	3.5	4.7	6.6	8.9	14.4
90-110	-	-	4.1	4.9	7.0	9.8	-
100-120	-	-	-	5.1	7.5	-	-
110-130	-	-	-	5.7	8.4	-	-
120-140	-	-	-	7.2	-	-	-
130-150	-	-	-	-	-	-	-
140-160	-	-	-	-	-	-	-

MAX SPEEDS IN GEAR

1	39mph 6600rpm
2	59mph 6600rpm
3	88mph 6600rpm
4	111mph 6600rpm
5	143mph 6600rpm
6	162mph 5779rpm
7	162mph 4855rpm
8	162mph* 3872rpm

RPM in 8th @ 70/80mph = 1673/1912

RESIDUALS



● Our sources don't expect early demand to make for great residuals. Cayenne beats it by a decent margin.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the SVR, contact Land Rover Customer Relationship Centre, Abbey Road, Whitley, Coventry CV3 4LF (0370 5000 500, landrover.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon. Quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

Range Rover Sport SVR

AUTOCAR VERDICT ★★★★★

Lavish, fast and profligate – and still wonderfully disarming



In terms of star rating, the SVR's final tally provoked a lot of discussion in the office. It says much that the car was widely admired yet not roundly loved. For some, the flagrant thirst, weight, expense and comfort-limiting excess smack too obviously of needlessness. A diesel V8 is, after all, plenty quick enough. But, ultimately, that position suggests a predisposed aversion to the concept of supercar-fast SUVs in general, and that is a question of taste, not quality. Admirers of the niche – and they are numerous – deserve an unclouded verdict that recognises the outstanding prospect among many.

That car, for our money (and all our stars), is the SVR. No rival better mixes handling prowess, off-road talent and an SUV sense of functional plushness. But more importantly, none comes close to capturing the perfect savagery and lewd sense of fun it keeps so amply on tap. It will not appeal to everyone, but if your two tonnes must come thus, there really is nothing else like it.

TESTERS' NOTES



MATT SAUNDERS

The iron discs and six-pot calipers are the same as those on any V8 Sport, but SVO does a better job of cooling them. It takes a lot of circuit abuse to bring on any brake fade at all.



NIC CACKETT

Deep doors that close over the sill mean you're less likely to get a wet or dirty leg when you climb in or out because the grime stays on the door.

SPEC ADVICE

A five-year service plan – reasonable at £699 – will be a dependable way to ensure ease of sale, while 22in wheels should pay back a big chunk of their £2400. But 'personalised illuminated treadplates' with your name on could end up costing you rather more than their £766.

JOBS FOR THE FACELIFT

- Just one SVR badge, please, and ideally one that looks a bit classier.
- We'd prefer three proper seats in the back.
- Make the low-speed ride 10% more compliant without dialling back the handling. Easy, right?

AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
Model	LAND ROVER Range Rover Sport SVR	PORSCHE Macan Turbo	ALPINA XD3 Biturbo	PORSCHE Cayenne Turbo	MERCEDES-BENZ ML63 AMG
Price	£93,450	£60,994	£56,450	£93,574	£86,920
Power	542bhp at 6000rpm	395bhp at 6000rpm	345bhp at 4000rpm	513bhp at 6000rpm	518bhp at 5250rpm
Torque	502lb ft at 2500rpm	406lb ft at 1350rpm	516lb ft at 1500rpm	553lb ft at 2250rpm	516lb ft at 1750rpm
0-60mph	4.4sec	4.7sec	4.9sec (claimed, to 62mph)	4.5sec (claimed, to 62mph)	4.8sec (claimed, to 62mph)
Top speed (claimed)	162mph	165mph	157mph	173mph	155mph (limited)
Fuel economy (combined)	22.1mpg	30.7mpg	41.5mpg	25.2mpg	23.5mpg
Kerb weight (claimed)	2335kg	2000kg	1910kg	2260kg	2345kg
CO₂/tax band	298g/km, 37%	216g/km, 37%	174g/km, 32%	261g/km, 37%	276g/km, 37%
	Huge pace and space with 4x4 capability. Rich, poised, exciting and charming. ★★★★★	The SUV executed with true sporting superpowers, but SVR is more likeable and usable. ★★★★★	Alpina's awesome six-pot diesel delivers abundant have-cake-and-eat-it appeal. ★★★★★	SVR's most obvious rival is fast and commands respect, but faster 'S' is now imminent. ★★★★★	Idiosyncratic V8 lends plenty of character, but handling underwhelms. ★★★★★

Verdicts on every new car, p70

YOUR VIEWS

Write to Autocar
autocar@haymarket.com

LETTER OF THE WEEK

It's a numbers game

Having had a 1989 Porsche 911 Speedster, a 1991 964 Carrera 4 and a 1994 993, my dream has always been to get another 911 now that the kids are older. However, I don't want one, as the real contender for me is the Boxster or the Cayman, but I can't bring myself to buy a sports car with a silly name.

Funny names are fine for the SUVs and the Panamera, but give the two junior sports models the respect they now deserve with honourable new names: 912 and 914.

I know it would be marketing BS, but I would buy a 914 roadster or a 912 coupé tomorrow, whereas I can't bring myself to buy a small carton or a miniature crocodile.

James McMean
via email



WIN

Letter of the week wins a
ValetPRO exterior protection
and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

PUMPED UP

I agree with Matt Prior that "the PDK-only Porsche 911 GT3 was the worrying one" and with Porsche that "the Cayman GT4 is old-school, not old-fashioned" (Tester's Notes, 1 April). But it's not true that the GT3's dynamic engine mounts require a hydraulic pump that only PDK could provide. My 997 GT3 (Mk2) has dynamic engine mounts and is definitely not PDK. The best of both worlds?

Robert Poole
via email

THAT SYNC-ING FEELING

I was interested to read the comments regarding Ford's Sync voice control system included on your Ford Focus long-term test car (1 April).

I recently collected a Sync-equipped Focus and have found the system largely useless. Navigation eventually responds to "42 Acacia Avenue, Neasden" but you

have to say "four-two", because "42" leaves it baffled. However, specifying a place of interest – for example "Whitworth Gallery, Manchester" – is beyond Sync's comprehension.

Putting data in manually has been made more difficult than before because the ability to enter a postcode has been lost. I fail to understand who would find this system a step forward.

Paul Cooney
Barwell, Leicestershire
We'll report back on how we find the system in the coming months, Paul – MB

IMITATION IS FLATTERY

Dave Sloan commented on Bentley producing a copy of the front end of the old Toyota Corolla when designing its Speed 6 concept (Your Views, 1 April).

Funnily enough, I'd been thinking that the C-pillar treatment on the new Jaguar XF looks very similar to that on the same



CD players have their place, we're told

Corolla, as well as on the old Seat Leon.

On the subject of design detail, I was followed for 10 miles this week by a new Ford Mondeo and I think the front end on that car is very handsome indeed.

Rodger Williams
Ringwood, Hampshire

KERB APPEAL

I walked past a McLaren in London today, and I mean literally walked past before realising I'd missed it. I couldn't

tell you which model, but it wasn't a P1.

If it had been any Ferrari dating back to about 1955, I would have stopped and would probably know the model.

You can't engineer that kind of presence into a stationary car, but you can design it in. Until McLaren finds a designer with the brilliance of a Pininfarina, its cars will remain unforgettable only from behind the wheel – a place so few of us will ever sit.

Ben Adams
London

Bear in mind that McLaren has been at this game for only five years and Ferrari for almost 70, so Maranello has had plenty of practice – MB

TEMPTED BY JAG

I hope the new Jaguar XF does well when it comes to market. I also hope that the new car will get an extra star from NCAP and that Jaguar has sorted

AUTOCAR

What you're saying on autocar.co.uk

Cadillac's new CT6 coming to Europe

How many European launches has Cadillac had? I've lost count. It needs to commit to making it happen.
superstevie

One word: diesel.
Quattro369

Two words:
don't bother
289

Looks great. Won't sell in Europe of course. Our loss.
Cheltenhamshire



Caddy's clean, edgy style is a refreshing departure from fussy Merc/BMW designs.
abkq

It looks quite good – a

bit like Mercedes before it went all bling.
reckless fox

I like the exterior, but that dashboard!
Daniel Joseph



Has Jaguar used the Toyota Corolla as inspiration for the XF?



A C70 convertible like Jeff's is a fine choice for summer

out the fuel system on the 3.0-litre diesel cars that caused me to sell mine. If so, I may be tempted out of my BMW 5 Series.

Phil Taylor
Cheshire

RULE BREAKER

An interesting letter from Simon Lees saying he couldn't drive a car with a bloke's name (Your Views, 1 April). Would he make an exception for a Ferrari Dino?

Mark Kelly
via email

A TOP DROP-TOP VOLVO

James Ruppert rightly suggests considering a Volvo C70 convertible (Deals, 25 March). What a shame that what was shown was not a convertible, but the coupé.

I have owned a convertible since

February 2005 and it hasn't missed a beat in 150,000 miles. There are plenty being driven around my area near Maldon, Essex. I attach a photo of mine.

Jeff Griffey
Cold Norton, Essex

LONG LIVE THE CD

In your road test of the Suzuki Celerio (25 March), you rightly took credit for being instrumental in getting Suzuki to redesign the brakes in its new model, but I hope it and other car makers don't follow your advice and omit the CD player in favour of Bluetooth.

Compressed MP3 sound is awful, with 50% or more of the original musical information lost. Would you be happy with a car that lost 50% of the brake or steering feedback, or a similar loss in roadholding and performance? It would still be a car, but not one you or I would want to drive.

CDs aren't perfect, but they are a whole lot better than MP3, so please stick to what you do best – testing cars – and leave the audio reviews to those with ears to hear.

Julian Ware
via email

OLD TECH WORKS

Whoa! Hold it right there. Not all 'older' people have Bluetooth-enabled smartphones or would be happy to do without a CD player in their car, as you suggested in your recent road test of the Suzuki Celerio.

This particular older person may be moderately computer literate but uses his analogue mobile phone about once a month, has neither the use nor money for a smartphone, has no idea what an 'app' is and wouldn't recognise a blue tooth if it bit him in the neck.

Don't you dare remove my CD player.

Peter Taylor
Ilton, Somerset



NEXT WEEK

Inside the magazine – on sale 22 April

FIRST DRIVE



BMW 7 Series Our early impressions of Munich's sixth-generation luxury saloon



ROAD TEST

Mazda 2

Is it good enough to beat a Fiesta? Our expert test team finds out



COMPARISON

MG 6 vs Skoda Octavia

Revamped MG goes up against Skoda's big-selling family car

FIRST DRIVE



Vauxhall Corsa VXR It now comes with 202bhp and 206lb ft, but is it a success?

CONTENTS SUBJECT TO CHANGE

OUR CARS

A week in the life of Autocar's fleet



BMW X5

FINAL REPORT In the past year, the X5 has proved that it can give the Range Rover Sport a run for its money as the most desirable and capable of all seven-seat SUVs

This is not the report I expected to write. I have run only one SUV as a long-term before and my time with the old Volvo XC90 did not go well. To be fair, my young family loved it, but for me it was never more than a nice car for somebody else. Clearly, a new BMW X5 is not so much a step as a seven-league leap forward from there, but the principle is the same: as a person who considers form to

be nothing compared to function, I couldn't care less how much I stand out from the crowd.

I'm not interested in whatever image of me I think an X5 may or may not project. My friends and family know me and will have reached their own conclusions about what kind of person I am. I don't need a car to do my talking for me; I need one to be practical, entertaining and effective.

Alas, things didn't get off to a good start with the X5. I had no say in its specification, so it appeared wearing brilliant white paint which I hated when it was clean and loathed when it got dirty. Living in the middle of nowhere where I do, that was quite a lot.

Then I kerbed it, not by carelessly glancing off a pavement while parking but trying to make life easier for someone trying to squeeze past on a

narrow country lane. I eased up onto the verge and heard a crunch as a vast, optional, unprotected 20in rim scraped against some granite stone or other hidden in the grass.

However, there is a world of difference between getting in a car for a drive and actually living with it; it is the purpose of these tests to explore that more three-dimensional aspect of a car. The strange thing with the X5

LOVE IT



LIGHT ON ITS FEET
Despite being a two-tonne SUV, the X5 delivers class-leading dynamic ability.



FABULOUS INTERIOR
Optional £1995 interior design package raises the level of every journey.



EMINENTLY PRACTICAL
Optional third-row seats and electric tow bar mean the X5 fits into family life perfectly.



STRONG PERFORMER
Performance is consistently smooth and strong from this least powerful diesel engine.

LOATHE IT



TROUBLESOME WHEELS
Optional 20in rims are easy to damage, costly to fix and may have hurt economy.


**HYUNDAI
i20**

Arron Smith


**JAGUAR
F-TYPE**

Nic Cackett


**KIA
SOUL EV**

Hilton Holloway


**MINI
COOPER**

Mark Tisshaw


**RANGE ROVER
SPORT**

Steve Cropley


**RENAULT
TWINGO**

Matthew Burrow


**TOYOTA
GT86**

Matt Prior


**VOLKSWAGEN
GOLF R**

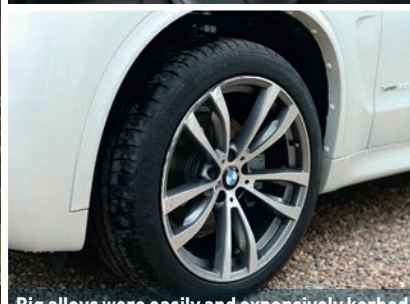
Allan Muir


**VOLVO
V60**

Hilton Holloway



Expensive trim raised quality of every drive



Big alloys were easily and expensively kerbed



White paintwork wasn't ideal in Frankel's frequently muddy corner of the world



The X5 was successful in persuading Andrew that heavy SUVs aren't so bad after all

The X5 was at its best on a driving holiday through France: fast, spacious and quiet

is that very soon after it entered my life as a two-tonne SUV, it turned into a pleasant and highly effective BMW. The distinction is important, because I thought not even BMW could engineer its way out of the physical limitations of a design that cannot avoid being high and heavy, but for the most part it has.

For a start, the X5 always felt fast, despite being fitted with the lowest-powered of the three 3.0-litre diesels available, while the eight-speed automatic gearbox was always eager, even if you didn't select Sport mode. It handled, too – ludicrously well for this kind of car and with a ride quality that is among the best in the class despite the silly 315/35 rear tyres (wider than those on a Ferrari 458 Speciale). In fact, for

all-round ability, the chassis is as good as you'll find on any seven-seat SUV. The X5's fuel consumption was never great, nor even good, except by the lowly standards expected of such cars, in which case it was exceptional.

The only 'fault' it developed was an intermittent chassis warning alert that didn't affect the way the car drove, so I waited until Dick Lovett Bristol could come and collect it. It turned out to be simply a software upgrade.

One of Dick Lovett's drivers joined the list of people to kerb a wheel but failed to mention it. The dealer initially offered to repair the wheel at cost because it had already been damaged by me, but later concluded that they should pay the whole bill. In the end,

BMW elected to take the car back as it was and do the work themselves.

Although I did make use of the optional electric tow hook to cart large amounts of winter firewood from where it was stored to where it was needed, the X5 was at its best on a long driving holiday through France and back via Jersey, where I grew up. Actually, it was wonderful in France – fast, effortless, spacious and quiet – but quite grim on the tiny little lanes of the Channel Islands.

In the end, I thoroughly enjoyed my time with the X5, not for what it was but for the way BMW had engineered it to be despite what it was. A Range Rover Sport is more desirable, for sure, but more effective? It would be close. What I do know is that if you either need or want a full-size seven-seat SUV, these two stand out from the crowd, and by some considerable distance.

andrew.frankel@autocar.co.uk

TEST DATA

BMW X5 xDrive30d M Sport

TEST STARTED	7.4.14
Mileage at start	221
Mileage at end	9327

PRICES	
List price then	£52,945
List price now	£53,550
Price as tested	£63,010
Dealer value now	£50,000
Private value now	£46,000
Trade value now	£43,000

OPTIONS HIGHLIGHTS
Pure Experience interior design package £1995, panoramic glass roof £1295, 20in alloys £1200, third-row seating £990

CONSUMPTION AND RANGE	
Claimed economy	47.1mpg (combined)
Fuel tank	85 litres
Test average	32.8mpg
Test best	36.7mpg
Test worst	28.1mpg
Real-world range	520 miles

TECH HIGHLIGHTS	
0-60mph	6.9sec (tested)
Top speed	143mph
Engine	6 cyls in line, 2993cc, diesel
Max power	254bhp at 4000rpm
Max torque	413lb ft at 1500rpm
Transmission	8-spd automatic
Boot seats up/down	650/1870 litres
Wheels	9.5Jx20in (f), 11.5Jx20in (r)
Tyres	265/40 YR20 (f), 315/35 YR20 (r)

Weight	2070kg
SERVICE AND RUNNING COSTS	
Contract hire rate	£599pcm
CO ₂	158g/km
Service & other costs	None
Fuel costs	£1487
Running costs inc fuel	£1487
Depreciation	£20,010
Cost per mile inc dep'n	£2.30
Faults	Air suspension recall

PREVIOUS REPORTS	
30 Jul 2014, 13 Aug, 10 Sep, 1 Oct, 29 Oct, 19 Nov, 3 Dec, 14 Jan 2015, 28 Jan, 4 Mar, 18 Mar	

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Hyundai i20

FIRST REPORT The Korean maker's new supermini has six months to show us whether or not its easy everyday appeal can rise above that of its pricier rivals

Since the Hyundai i20's debut in 2008, the supermini has gone from strength to strength. This latest version helps to build further on that relative success – which it needs to, because the supermini class is one of the most fiercely contested segments, starring the award-winning Skoda Fabia, the refreshed Vauxhall Corsa and the talented Ford Fiesta.

During the next six months, we're going to find out if the i20 can punch above its £13,820 price and take the fight to its more expensive rivals.

Like its predecessor, this second-generation i20 features neat exterior styling and proportions. Finished here in what the firm calls 'Mandarin Orange' (an optional extra at £495), it has already divided opinion in the office.

The majority (myself included) like

the bold styling and think it marks a refreshing change in a sea of dark colours that can sometimes cover the Autocar car park. One colleague even thought it harked back to the Peugeot 106 GTi's striking bronze colour, and I'd have to agree with him.

It certainly stands out from the crowd in urban areas. Sitting on 16in alloy wheels with 195/55 tyres, the i20 doesn't look over or under-tyred, either.

Inside, things are slightly more restrained, although Hyundai has markedly improved the perceived quality of its interiors in the past decade. The cabin switches in the i20 are well weighted, look smart and feel soft to the touch.

However, in this digital age, the rev counter and speedometer appear too analogue for my liking – not too

dissimilar to a 1980s Atari computer game in their look.

Our car is cloaked in mostly black trim with black and grey cloth seats and, in 1.4 SE specification, is bang in the middle of the entire i20 range. As standard, it gets a leather-wrapped steering wheel and gearknob, air conditioning, Bluetooth with voice recognition, steering wheel-mounted audio controls, electric windows front and rear, cruise control, rear parking sensors, remote central locking and lane departure warning.

It's easy enough to find a good driving position, because the i20's steering wheel has reach and height adjustment. The driver's seat can also be tweaked manually and is very comfortable. There's lots of leg room up front for tall adults, but rear leg room is yet to be

tested so far during my initiation week with the supermini.

At 326 litres, boot space with the seats up is more than that offered by the Fiesta but slightly less than the Fabia's. The boot features height-adjustable floor shelves, which are handy and allow you to divide the space, if needed.

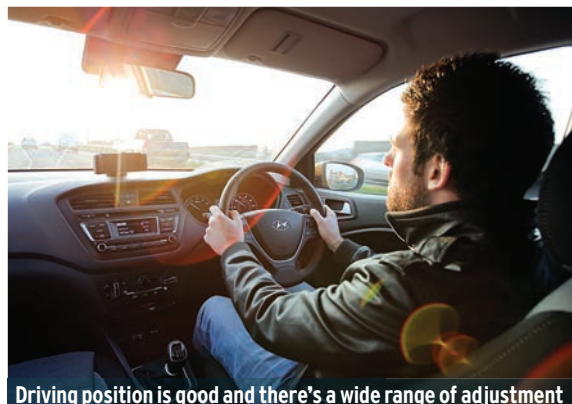
When taking the photos you see on this page, snapper Luc Lacey was able to fit his entire camera gear in the back with the seats folded down and had no quibbles with the five-door hatchback's practicality.

Our i20 is powered by Hyundai's naturally aspirated 1.4-litre motor, which develops 99bhp and 99lb ft of torque. First impressions – albeit in mostly town driving so far – are good.

With 962 miles under its belt upon collection, it doesn't feel tight and has decent throttle response, with a very hushed engine note. The six-speed manual gearbox is accurate, well weighted and one of the car's strengths.

Over the coming weeks, the i20's mileage will skyrocket, because it will be subjected to numerous Twickenham to Bristol return trips, where I can stretch its legs and see how it copes out of its more natural urban habitat.

aaron.smith@haymarket.com



Driving position is good and there's a wide range of adjustment



Refined 99bhp 1.4-litre engine promises an average of 51.4mpg

Hyundai i20 1.4 SE

Price £13,325 **Price as tested** £13,820

Options 'Mandarin Orange' metallic paint £495

Economy 51.4mpg **Faults** None **Expenses** None

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THE LOG BOOK



Audi A6 Avant

Mileage 6249 **Last seen** 25.3.15

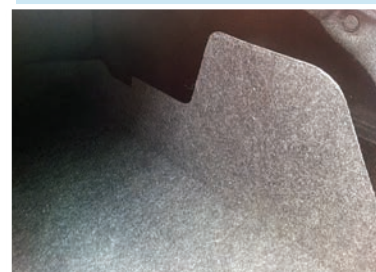
The A6's pedals annoy me. The brake sits slightly higher than the accelerator, so I occasionally snag my shoe on it when sliding my foot across. Of course, I can avoid this by lifting my foot slightly (I usually do), but the different heights can irritate in stop-start traffic. No one else in the office has mentioned it, though, so it must be solely my problem. BJ



Mini Cooper

Mileage 11,986 **Last seen** 25.3.15

Mini Cooper fuel economy reader survey results are in. Philip Kee has recorded 42.5mpg after 12,000 miles – spookily similar numbers to mine – while Mark Hutton managed 53.7mpg on a trip from Newbury to Sheffield, keeping to the speed limits. Or I could just follow Gwyn Jones's advice and buy a Cooper D like his for a potential 60mpg. MT



Toyota GT86

Mileage 24,325 **Last seen** 25.3.15

The GT86 doesn't have luggage hooks or nets in the boot. It does, though, have some creases in the boot liner. I suspect they're so you can fold and remove the stiff liner to clean it, but if you wedge the edges of the floor upright, you can put loose items behind it and they won't roll around, so you can get on with the GT86's day job, of cornering. MP



Volvo V60

Mileage | 10,440 Our V60's D4 engine continues to win friends and influence people

The V60 had always been a curious car for me. As a road tester, there are a whole host of rivals I'd recommend before it for driving pleasure, refinement and fuel economy, but I could never quite shake off my admiration for the Volvo's interesting styling, quality feel inside and superbly comfortable driving position.

However, having sampled Volvo's new four-cylinder D4 engine in some of its other models, I was particularly excited by the prospect of a D4 V60. Ample power, improved refinement over the D5 five-pot and promises of better economy are all things that would bring it closer to the competition.

My time in the car was a good test. A brief weave through west London traffic before stretching its legs on the M4 revealed that refinement, while not class-leading, is certainly improved. The engine remains suitably restrained below 3000rpm, road noise is minimal and there's only a little wind whipping around the V60's mirrors to contend with at higher motorway speeds.

The engine and gearbox pairing in our car is decent, too. Some might find that it picks up drive too abruptly in town, but you soon learn to modulate the throttle for smooth progress, and if anything the



Latest D4 engine is refined, eager and economical

eagerness is welcome on the open road when you need to pass slow-moving traffic. Gearchanges themselves are quick yet nicely concealed.

Despite the commendable power and mid-range shove, you won't find yourself paying too many visits to the pumps. The 43.7mpg average I managed is nothing special, but it's an improvement on diesel V60s of old, and those covering more motorway miles than me will undoubtedly see their average approach 50mpg.

Lots of positives, then, but the new engine doesn't sort a couple of issues inherent to the V60. The car's swooping lines mean that space in the load bay isn't brilliant, while the infotainment system's relatively small screen and myriad buttons look and feel yesteryear.

I'm not too concerned about either of these points, though. For starters, Volvo lovers after load-lugging capacity only need choose

the firm's similarly priced V70 instead and can have one fitted with the same engine. As for the infotainment system, well, I've already seen the future.

You see, Volvo has already released its latest system in the new XC90, a car I drove just a couple of months ago. The large iPad-type portrait screen is responsive with pin-sharp graphics, and Volvo's engineers have included just a single home button at its base, much like a tablet in its design.

For now, the D4 is easily the best V60 to have ever graced our roads, even if ultimately it still falls short of rivals such as the Ford Mondeo and Volkswagen Passat estates when it comes to driving dynamics and interior space. As the XC90 has proved, though, Volvo is adapting, and I for one am extremely excited to see the results.

rory.white@haymarket.com

Volvo V60 D4 Geartronic SE Lux Nav

Price £33,245 **Price as tested** £36,370

Economy 43.7mpg **Faults** Mirrors squeak when auto-folding **Expenses** None **Last seen** 18.3.15



There's a bit of wind noise around the mirrors at speed

DEALS

Bargain new
and used motors



Two-doors to raise a smile

With £3500 to spend on a coupé, the used car world is your oyster. **James Rupert** picks his favourites

A question I am often asked is this: "What is going on in the used car market right now?" And the honest answer is that I haven't the faintest idea. It just depends what you're after, how much you want to spend and whether you have a thing about German or Japanese cars. You see, there are so many factors involved that it's hardly worth speculating on what is or isn't going on. If you're a fleet manager or a car dealer, maybe you need some guidance, but none of that marketplace nonsense matters to the rest of us. We just want a car we can afford and which lights our fire.

With £3500 to spend and a coupé on the shopping list, you can have an immense amount of fun. A 2002 BMW

330Ci Sport may not be an M3, but it isn't far off. It also has lower running costs and fewer maintenance issues, so it more than makes up for the lack of an M badge. It can't depreciate much more, either, can it? Then again, some might want the security of four-wheel drive, so a same-year Audi TT quattro with a '225' 1.8T motor is also within budget.

Alternatively, you could go a bit weird and bag a Peugeot 407 Coupé 2.2 Sport. It will be from 2007, but what you'll get is a huge car with leather and loads of kit. It's more modern than the German stuff but less interesting. Or more interesting, depending on your point of view. I also found a Honda Integra Type R, which is quite fascinating. You can't go wrong at that



A 2002 Audi TT quattro is within budget

price for one of these, and it's only going to go up in value.

Meanwhile, there seems to be a huge number of Mazda RX-8s for sale. There are oil and fuel consumption issues, but who cares? One of the most interesting coupés made in the past decade, the RX-8 is worth a look for the suicide doors, never mind the spin-cycle rotaries. You can bag yourself a 2007 example for £3500.

You could go a bit weird and bag a Peugeot 407 Coupé 2.2 Sport. It's a huge car with leather and loads of kit



P66 James Rupert
Used car expert



P68 Mark Pearson
Deals expert



P70 Nic Cackett
Data expert

A 2002 BMW 330Ci Sport is a desirable choice for £3500

BANGERNOMICS BEST BUYS



READER'S CAR: MERCEDES-BENZ SLK350

Simon Paterson bought his 2008 Mercedes SLK350 last November. This facelift model cost £50k new, but Simon got it for £7800 from a private seller who had cherished it. It had 148,000 motorway miles showing but came with a full Merc history and was in perfect nick. "I bought it in November because they're cheaper," says Simon. "I plan to keep it until early summer, before which I'll do a long trip to Spain. I reckon I can sell it here in summer for more than I paid, despite putting a few thousand miles on it."

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WHAT CAUGHT MY EYE THIS WEEK: MERCEDES C-CLASS SPORTS COUPÉ

It's a strange, rumpy, stumpy thing, but I like them – and they're far better than a boring shopping hatch.



USED CAR DILEMMA: CHRYSLER GRAND VOYAGER

Chrysler's people-mover is the transport of choice for mouthy would-be TV Apprentices. It's also a big old bus with loads of kit and is much more useful and impressive than a wannabe Amstrad office worker.

HUMUNGUS MPV

TV STAR



Obviously, classics such as Porsche 944s and Mercedes-Benz SELs pop up, but we'll save them for another time. I miss the Mercedes C-Class Sports Coupé, too; a 2005 C220 CDI SE is within budget, if you're interested. I'm not sure that I should get distracted by an Alfa Romeo GT, though, even if it is a 97,000-mile, two-owner example.

Hyundai Coupes seem to crop up with a monotonous regularity, and I love the slightly Jaguar XK-like styling. You'll get a 2007 1.6 with 60,000 miles in pretty much mint condition for our budget.

So there you have it. Marketplace information is a load of rubbish for fairly random car buyers like us. There are no rules and regulations. All you need is £3500 and an open mind. Good luck.

Ferrari power for less than £30k

Few engines are capable of providing greater thrills than those built by Ferrari. **Mark Pearson** finds the five cheapest ways of experiencing one

1 Ferrari 456 GT (1992-2003)

Some thought this big, front-engined GT too tame and were only happy when the harder-edged 612 Scaglietti replaced it. Others saw it for what it was: beautiful, elegant, understated and fast.

With 436bhp from that lovely 5.5-litre V12, the 456 could run to 62mph in 5.1sec, and at the time it was the world's fastest four-seater, with a top speed of 188mph. On the

road it was supple, sophisticated and user-friendly; it also had a sumptuous leather interior and room for a couple of children.

Early examples can be had for around £30k, especially left-hand-drive or automatic models. It has a good reputation for reliability, but parts are extremely pricey, so look for a full history and check for accident damage.

2



Lancia Thema 8.32 (1987-1992)

Here's a real wolf in sheep's clothing: a front-wheel-drive, four-door saloon with a Ferrari V8 under its bonnet.

Based on the engine found in the 308 Quattrovalvole, this 2.9-litre unit turned the Thema into a bit of a hot rod. With 212bhp to hand, it could polish off the 0-62mph sprint in 6.9sec and go on to 149mph. It was good to drive, too,

with neutral handling and a supple ride, all accompanied by that wonderfully sonorous V8 soundtrack. The opulent interior has room for all the family, too.

Finding one might be a problem, though. Few were made and fewer still imported, but examples crop up from time to time for as little as £10k. Set aside plenty of money for maintenance.

Ferrari Mondial (1980-1993)

Some enthusiasts view the Mondial with disdain, unable to overcome its entry-level status and 2+2 layout, but ignore them: on the road the V8 sings and the chassis is a delight, with many thinking it sweeter in the ride and handling than the equivalent two-seat models. Later models boast four-valve heads and larger engines for more performance.

Find a good one and you'll get one of

Ferrari's most reliable and inexpensive cars. You can put a prancing horse in your garage for under £20k, but you'll have to be quick; prices are on the up.

Beware, though: buying a cheap Ferrari doesn't mean cheap running costs. Proper maintenance is vital. Rust is the most common problem, so ask a specialist to check the sills and wheel arches carefully.

3





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4



Fiat Dino Coupé (1966-1973)

The badge may say 'Fiat', but under that curvaceous bonnet beats a quad-cam Ferrari V6, the same unit found amidships in the two-seat Ferrari Dino. To help Ferrari to homologate its car for racing, the V6 was shared with this beautiful Bertone-designed coupé, where it gave 158bhp at 7200rpm in 2.0-litre form and 177bhp in the later 2.4-litre versions.

Lovely to look at and sit in, the Dino Coupé was also a tactile delight on the road and as good in the corners as it was on the straights.

For years it's been an overlooked gem, but prices have recently taken off. Tatty examples can be had for £10k-£20k, but you'll need £30k or more for a good one. Shop carefully, and expect bills to be large, but don't let the badge put you off.

Ferrari 400/400i (1976-1985)

It may be hard pushed to keep up with a Vauxhall Astra, but don't dismiss the 400 (and the later injected 400i). The weight of this large, luxurious four-seat grand tourer inevitably compromised performance and agility, but the elegant Pininfarina lines still look great today, and the 335bhp 4.8-litre V12 imbued this car with the heart and soul of a Ferrari.

Although the automatic gearbox option (a Ferrari first) made purists weep, it went on to outsell the manual by two to one. Later models had suspension tweaks and improved handling.

Early 400s can be had for £20k-£25k, and good ones for £30k. Running costs will be high, though, and a history and a specialist inspection are desirable.

5



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Autocar's star ratings explained

- ☆☆☆☆☆ **0-20%** Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆☆ **20-35%** Appalling. Massively significant failings.
- ☆☆☆☆☆ **35-50%** Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆☆ **50-60%** Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆☆ **60-65%** Off the pace. Below average in nearly all areas.
- ☆☆☆☆☆ **65-70%** Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆☆ **70-75%** Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆☆ **75-80%** Good. Competitive in key areas.
- ☆☆☆☆☆ **80-85%** Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆☆ **85-92%** Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆☆ **>93%** Brilliant, unsurpassed. All but flawless.

Full road test on autocar.co.uk

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 83

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH				
500 3dr hatch Good value hot hatch. In Esseste trim it's great fun to drive				
1.4 T-Jet	£14205	133	155	26
500 CONVERTIBLE 2dr open Open-top hot hatch; has a softer ride than the tin-top car				
1.4 16v Turbo T-Jet	£16005	133	155	27
PUNTO EVO 3dr hatch Scorpion-badged Punto is fun, but not the most focused hot hatch				
1.4 Turbo M'Air	£16857	161	142	30
ALFA ROMEO				
MITO 3dr hatch Classy, well equipped and cheap. No dynamic benchmark				
0.9 TB TwinAir 105 Distinctive	£16070	103	98	13
0.9 TB Twinair 105 Sprint	£14870	103	99	13
0.9 TB TwinAir 105 OV Line	£16820	103	98	13
1.4 140 M'air TCT Distinctive	£17620	138	124	19
1.4 140 M'air TCT OV Line	£18370	138	124	20
1.4 170 M'Air O'Verde	£20210	168	139	26
1.3 JTDm-2 85 Sprint	£15415	94	90	11
1.3 JTDm-2 85 Distinctive	£16655	94	90	11
1.6 JTDm-2 120 0'Verde S-S	£17820	118	114	19
1.6 JTDm-2 120 0V Line	£18570	118	114	20
GIULIETTA 5dr hatch Stylish, rewarding family hatch. A new era for Alfa				
2.0 JTDm 175 Excl. TCT	£25630	148	110	20
2.0 JTDm 175 Sportiva Nav TCT	£27380	148	110	20
1.4 TB 120 Progression	£18240	118	149	16
1.4 TB 120 Distinctive	£19490	118	149	16
1.4 TB Multiair 170 Distinctive	£20990	168	134	23
1.4 TB Multiair 170 Excl.	£22740	168	134	23
1.4 TB Multir 170 Ex'ive TCT	£24035	168	121	23
1.4 TB Multiair 170 Sportiva N	£24490	168	134	23
1.4 TB Mult'r 170 Spva Nav TCT	£25785	168	121	23
1.6 JDTM 105 Progression	£19170	103	114	16
1.6 JDTM 105 Distinctive	£20420	103	114	16
1.6 JDTM 105 Excl.	£22170	103	114	16
2.0 JTDm 150 Distinctive	£21720	148	110	20
2.0 JTDm 150 Excl.	£23470	148	110	20
2.0 JTDm 150 Sportiva Nav	£25220	148	110	20
4C 2dr coupé A singular statement. Flawed, perhaps, but the best current Alfa by miles				
1.75T	£45000	237	-	50
ALPINA				
B3 2dr coupé Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	£51350	394	224	-
B3 4dr saloon Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	£50350	394	224	-
B3 CONVERTIBLE 2dr open Rapid, usable, cheaper alternative to an M3.				
3.0 S Biturbo	£56450	394	225	-
B3 TOURING 5dr estate Rapid, usable and cheaper alternative to an M3.				
3.0 S Biturbo	£51350	394	225	-
B5 4dr saloon Huge pace, but let down by uninvolved dynamics				
85 Biturbo	£71950	507	252	-
85 Biturbo	£71950	500	252	-
B5 TOURING 5dr estate Huge pace, but let down by uninvolved dynamics				
85 Biturbo	£71950	500	255	-
B7 4dr saloon Makes sense on an autobahn but not for the UK				
4.4 V8 Switch-tronic	£95850	500	282	-
4.4 V8 Switch-tronic LWB	£98850	500	282	-
D3 4dr saloon Precise dynamics with added Alpina kudos and a great engine				
3.0D Biturbo	£46950	345	139	50
D5 4dr saloon Rapid, usable and cheaper alternative to an M5				
3.0 Bi-Turbo	£55950	340	155	-
XD3 5dr 4x4 Alpina's first SUV is a triumph. Hugely fast, capable and desirable				
3.0 XD3	£54950	345	-	49
ARIEL				
ATOM 0dr open Superb fast track mentalism. As exhilarating as cars get				
245	£29321	245	-	-
300	£34319	300	-	-
V8				
ASTON MARTIN				
RAPIDE 4dr saloon Four-door Aston is more practical, but just as charming				
5.9 V12 S	£149995	550	355	-
VANTAGE 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston				
4.7 V8 N420	£96995	420	328	-
4.7 V8	£84995	420	299	-
4.7 V8 S	£99995	420	299	-
5.9 V12	£135000	510	388	-
5.9 V12 S	£138000	565	388	50
VANTAGE ROADSTER 2dr open Drop-top suits the Vantage's relaxed nature				
4.7 V8	£98995	420	299	-
4.7 V8 S	£110700	420	299	-
5.9 V12	£150000	510	388	-
DB9 VOLANTE 2dr open Facelift a big improvement dynamically				
5.9 V12	£141995	470	333	-
DB9 2dr coupé Enchanting looks, but ride is choppy. Manual the best				
5.9 V12	£131995	470	333	-
VANQUISH 2dr coupé A British supercar for British roads. Looks the business, too				
5.9 V12	£189995	565	335	-
AUDI				
A1 3dr hatch Audi's answer to the Mini. Fun(ish) and refined				
1.4 TFSI 125 Sport	£16690	123	115	21
1.4 TFSI 125 S line	£18685	123	117	21
1.4 TFSI 150 S line	£19480	148	112	25
2.0 TFSI 231 S1	£25380	228	162	33
1.6 TDI 116 SE	£15390	114	92	19
1.6 TDI 116 Sport	£17365	114	92	19
1.6 TDI 116 S line	£19360	114	93	19
A1 5dr sportback Rear doors add convenience to an attractive package				
1.4 TFSI 125 Sport	£17310	123	118	21
1.4 TFSI 125 S line	£19305	123	119	21
1.4 TFSI 150 S line	£20100	148	112	25
2.0 TFSI 231 S1	£26110	228	166	33
1.6 TDI 116 SE	£16010	114	92	19
1.6 TDI 116 Sport	£17985	114	92	19
1.6 TDI 116 S line	£19980	114	93	19
A3 3dr hatch Classy interior, stable handling and good engines. Second only to the Golf				
1.2 TFSI 110 SE	£18575	108	114	14
2.0 TDI 184 quattro S line	£29905	148	124	26
2.0 TDI 184 quattro Sport	£27755	148	124	26
2.0 TDI 184 S line	£26995	148	108	28
2.0 TDI 184 Sport	£24845	148	108	27
2.0 TFSI 300 quattro S3	£30940	296	162	36
1.2 TFSI 110 Sport	£19975	108	114	14
1.2 TFSI 110 S line	£22125	108	114	15
1.4 TFSI 125 SE	£19875	123	117	16
1.4 TFSI 125 Sport	£12175	123	117	16
1.4 TFSI 125 S line	£23425	123	117	16
1.4 TFSI 150 SE ACT	£20725	148	109	21
1.4 TFSI 150 Sport ACT	£22125	148	109	21
1.4 TFSI 150 S line ACT	£24275	148	109	21
1.8 TFSI 180 Sport	£23905	178	135	23
1.8 TFSI 180 quattro Sport	£26830	178	149	25
1.8 TFSI 180 S line	£26055	178	135	24
1.8 TFSI 180 quattro S line	£28980	178	149	25
1.6 TDI 110 SE	£20825	108	99	15
1.6 TDI 110 Sport	£22225	108	99	15
1.6 TDI 110 S line	£24375	108	99	16
2.0 TDI 150 SE	£22175	148	106	21
2.0 TDI 150 Sport	£23575	148	106	21
2.0 TDI 150 S line	£25725	148	106	21
A3 4dr saloon All the A3's standard attributes in a saloon body. S3 great looking				
1.4 TFSI 150 ACT Sport	£23295	148	109	21
1.6 TDI 110 S line	£25545	108	99	16
1.8 TFSI 180 quattro S line	£30150	178	149	25
1.8 TFSI 180 Sport	£28000	178	149	25
2.0 300 quattro S3	£33540	296	162	36
2.0 TFSI 225 quattro SE	£25075	178	135	23
2.0 TFSI 225 quattro S line	£24745	148	105	21
1.4 TFSI 150 ACT S line	£25445	148	109	21
1.8 TFSI 180 S line	£27225	178	135	24
1.6 TDI 110 Sport	£23395	108	99	15
2.0 TDI 150 S line	£26895	148	105	21
A3 5dr sportback Classy interior, stable handling and good engines. Second only to the Golf				
1.4 TFSI 125 S line	£24045	123	117	16
1.4 TFSI 125 Sport	£21895	123	117	16
1.8 TFSI 180 quattro S line	£29600	178	149	25
1.8 TFSI 180 S line	£26675	178	135	24
1.8 TFSI 180 Sport	£24525	178	135	23
2.0 TDI 150 S line	£26345	148	106	21
2.0 TDI 150 SE	£22795	148	106	21
2.0 TDI 150 Sport	£24195	148	106	21
2.0 TDI 184 quattro S line	£30525	175	124	26
2.0 TFSI 300 quattro S3	£31560	296	162	36
1.2 TFSI 110 SE	£19195	108	114	14
1.2 TFSI 110 Sport	£20595	108	114	14
1.2 TFSI 110 S line	£22745	108	114	15
1.4 TFSI 125 SE	£20495	123	117	16
1.4 TFSI 150 SE ACT	£21345	148	109	21
1.4 TFSI 150 Sport ACT	£22745	148	109	21
1.4 TFSI 150 S line ACT	£24895	148	109	21
1.8 TFSI 180 quattro Sport	£27450	178	149	25
1.6 TDI 110 SE	£21445	108	99	16
1.6 TDI 110 Sport	£22845	108	99	15
1.6 TDI 110 S line	£24995	108	99	17
2.0 TDI 184 Sport	£25465	175	110	27
2.0 TDI 184 quattro Sport	£28375	175	124	26
2.0 TDI 184 S line	£27615	175	110	28
A3 CABRIOLET 2dr open A measured success, but the usual sacrifices make it fun free				
1.4 TFSI 150 S line	£29635	148	114	23
1.4 TFSI 150 SE	£26085	148	114	22
1.4 TFSI 150 Sport	£27485	148	114	23
1.8 TFSI 180 S line Au	£32895	178	133	29
1.8 TFSI 180 Sport Au	£30745	178	133	29
2.0 TDI 150 S line	£31085	148	110	25
2.0 TDI 150 SE	£27535	148	110	24
2.0 TDI 150 Sport	£28935	148	110	25
1.8 TFSI 180 Sport	£29265	178	140	29
1.8 TFSI 180 quattro Sport	£32225	178	154	29
1.8 TFSI 180 S line	£31415	178	140	31
1.8 TFSI 180 quattro S line	£34375	178	154	32
1.6 TDI 110 SE	£26185	108	104	17
1.6 TDI 110 Sport	£27585	108	104	18
1.6 TDI 110 S line	£29735	108	104	20
A4 4dr saloon Highly competent and quality laden; leaves the dynamic finesse to its rivals				
2.0 TDI 150 Black Edition	£31005	148	119	24
2.0 TDI 150 S line	£29930	148	119	23
2.0 TDI 150 SE	£28855	148	123	23
2.0 TDI 150 SE Technik	£29955	148	127	23
2.0 TDI 177 SE Technik	£29320	175	120	27
2.0 TFSI 225 quattro Black Edi	£35275	222	155	33
2.0 TFSI 225 quattro S line	£34200	222	155	33
2.0 TFSI 225 quattro SE	£31645	222	155	32
2.0 TFSI 225 quattro SE Technik	£32645	222	155	33
1.8 TFSI 120 SE	£24385	118	151	19
1.8 TFSI 120 SE Technik	£25385	118	151	19
1.8 TFSI 120 S line	£26490	118	151	20
1.8 TFSI 120 Black Edition	£28015	118	151	20
1.8 TFSI 170 SE	£26000	168	134	25
1.8 TFSI 170 SE Technik	£27000	168	134	24
1.8 TFSI 170 S line	£28555	168	134	26
1.8 TFSI 170 Black Edition	£29630	168	134	26
3.0 V6 333 S4	£39310	328	178	-
3.0 V6 333 S4 Black Edition	£40035	328	178	-
2.0 TFSI 136 SE Technik	£28300	234	112	23
2.0 TFSI 136 SE	£27100	234	112	23
2.0 TDI 163 ultra SE	£28320	161	109	27
2.0 TDI 163 ultra SE Technik	£29320	161	109	27
2.0 TDI 177 S line	£33075	175	120	28
2.0 TDI 177 Black Edition	£31950	175	120	27
2.0 TDI 177 SE	£29880	175	134	27
2.0 TDI 177 SE Technik	£30800	175	134	27
2.0 TDI 177 S line	£32435	175	134	27
2.0 TDI 177 SE Black Edition	£33510	175	134	28
2.0 TDI 177 SE Technik	£35360	237	149	33
2.0 TDI 245 S line	£37915	237	149	33
2.0 TDI 245 quattro S line	£38990	237	149	34
A4 AVANT 5dr estate More appealing than the saloon. Still not brilliant				
1.8 TFSI 170 SE Technik	£28615	158	141	24
2.0 TDI 150 Black Edition	£32305	148	124	23
2.0 TDI 150 S line	£31530	148	124	23
2.0 TDI 150 SE	£30155	148	129	23
2.0 TDI 150 SE Technik	£31455	148	129	23
2.0 TDI 177 SE Technik	£30920	175	126	27
2.0 TFSI 225 quattro Black Edi	£36575	222	159	33
2.0 TFSI 225 quattro S line	£35800	222	159	33
2.0 TFSI 225 quattro SE	£32945	222	159	32
2.0 TFSI 225 quattro SE Techni	£34250	222	159	33
2.0 TDI 245 quattro S line	£39545	237	154	33
2.0 TDI 245 quattro S4 Black Edi	£41985	328	184	36
1.8 TFSI 120 SE	£25685	118	154	19
1.8 TFSI 120 SE Technik	£26985	118	154	19
1.8 TFSI 120 S line	£28540	118	154	20
1.8 TFSI 120 Black Edition	£29315	118	154	20
1.8 TFSI 170 SE	£23715	158	141	25
1.8 TFSI 170 S line	£23010	158	141	26
1.8 TFSI 170 Black Edition	£30945	158	141	26
2.0 TFSI 333 quattro S4	£40190	328	180	-
4.2 V8 RS4	£56545	444	249	41
2.0 TDI 136 SE	£28900	134	116	23
2.0 TDI 136 SE Technik	£29600	134	116	23
2.0 TDI 163 Ultra SE	£29920	161	114	27
2.0 TDI 163 Ultra SE Technik	£32960	161	114	27
1.9195s	108	114	14	
2.0595s	108	114	14	
2.2745s	108	114	15	
2.02495s	123	117	16	
2.12345s	148	109	21	
2.22745s	148	109	21	
2.24895s	148	109	21	
2.27450s	178	149	25	
2.21445s	108	99		

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
3.0 TDI 245 quattro S line	E44985	242	154	39
A6 4dr saloon The best sprung Audi saloon, and one of the most appealing full stop. ★★★★★	E50750	316	164	44
3.0 BiTDI 320 quattro Black Edn	E48575	316	159	43
3.0 TDI 218 Black Edition	E42720	215	127	35
3.0 TDI 218 quattro Black Edn	E44480	215	138	40
3.0 TDI 218 quattro S line	E42305	215	133	39
3.0 TDI 218 quattro SE	E39855	215	133	39
3.0 TDI 272 quattro Black Edn	E46040	268	138	42
4.0 TFSI 450 SE	E56000	429	214	42
2.0 TDI 190 Ultra SE	E31955	187	113	32
2.0 TDI 190 Ultra S line	E34405	187	114	33
2.0 TDI 190 Ultra Black Edtn	E36580	187	119	33
3.0 TDI 218 SE	E38095	215	122	34
3.0 TDI 218 S line	E40545	215	122	34
3.0 TDI 272 quattro SE	E41415	268	133	41
3.0 TDI 272 quattro S line	E43865	268	133	41
3.0 BiTDI 320 quattro SE	E46125	316	159	43
A6 AVANT 5dr estate A capable stunner, BiTDI a giant killer. ★★★★★	E52860	316	169	44
3.0 BiTDI 320 quattro Black Edn	E50750	316	164	43
3.0 BiTDI 320 quattro S line	E48575	316	159	43
3.0 TDI 218 Black Edition	E44720	215	130	35
3.0 TDI 218 quattro Black Edn	E46495	215	144	40
3.0 TDI 218 quattro S line	E44305	215	138	39
3.0 TDI 218 quattro SE	E41855	215	138	39
3.0 TDI 272 quattro Black Edn	E48055	268	144	42
4.0 TFSI 560 RS6	E77995	525	223	50
4.0 TFSI 450 SE	E58000	429	219	47
2.0 TDI 190 Ultra SE	E33955	187	118	32
2.0 TDI 190 Ultra S line	E36405	187	119	33
2.0 TDI 190 Ultra Black Edtn	E38580	187	124	33
3.0 TDI 218 SE E40095 215 125 34	E40095	215	125	34
3.0 TDI 218 S line	E42545	215	125	35
3.0 TDI 272 quattro SE	E43415	268	138	41
3.0 TDI 272 quattro S line	E45865	268	138	41
3.0 BiTDI 320 quattro SE	E48125	316	164	43
A6 ALLROAD 5dr estate Rugged 4x4 A6. Even more pricey. ★★★★★	E52860	316	169	44
3.0 TDI 204 quattro	E43810	201	159	31
3.0 TDI 245 quattro	E45350	241	165	36
3.0 BiTDI 313 quattro	E50115	308	176	41
A7 SPORTBACK 5dr hatch A good mix of luxury, practicality and power. ★★★★★	E53000	328	176	44
3.0 TFSI 333 quattro S line	E53000	328	176	44
3.0 TFSI 333 quattro Black Edn	E55350	328	176	44
3.0 TDI 218 Ultra SE Exec	E45875	215	122	37
3.0 TDI 218 Ultra S line	E48665	215	122	38
3.0 TDI 218 quattro SE Executi	E47630	215	136	41
3.0 TDI 218 quattro S line	E50425	215	136	41
3.0 TDI 218 quattro Black Edn	E52775	215	136	42
3.0 TDI 272 quattro SE Executi	E50215	268	136	43
3.0 TDI 272 quattro S line	E50005	268	136	43
3.0 TDI 272 quattro Black Edn	E53535	268	136	44
3.0 BiTDI 320 quattro S line	E56575	316	162	45
3.0 BiTDI 320 quattro Black Edn	E58925	316	162	45
A8 4dr saloon Stylish, comfortable and solid. A convincing exec saloon. ★★★★★	E62185	247	155	46
2.0 TFSI 245 Hybrid	E64280	208	144	42
2.0 TFSI 245 Hybrid L	E62845	208	146	43
3.0 TFSI 310 quattro SE Exec	E64290	309	183	46
3.0 TFSI 310 quattro Sport Exec	E67890	308	183	46
4.0 TFSI 435 quattro SE Exec L	E76160	429	216	49
4.0 TFSI 435 quattro Sport Exec	E79760	429	216	49
4.0 TFSI 520 S8	E80900	513	225	49
6.3 W12 500 quattro L	E98100	493	264	50
3.0 TDI 258 quattro SE	E95580	254	155	46
3.0 TDI 258 quattro SE L	E93945	254	158	46
3.0 TDI 258 quattro SE Exec L	E66150	247	158	46
3.0 TDI 258 quattro Sport Exec	E5785	254	155	46
3.0 TDI 258 quattro Sport Ex L	E79750	254	158	47
4.2 TDI 385 quattro SE	E72790	384	194	50
4.2 TDI 385 quattro SE Ex L	E76755	384	197	50
4.2 TDI 385 quattro Sport Exec	E76390	384	194	50
4.2 TDI 385 quattro Sport Ex L	E80355	380	197	50
Q3 5dr 4x4 Typically refined and competent, but feels more A3 than SUV. ★★★★★	E26625	138	137	20
1.4 TFSI 150 S line	E23875	138	137	20
1.4 TFSI 150 SE	E32145	138	149	19
2.0 TDI 140 quattro S line	E29795	138	149	18
2.0 TDI 140 quattro SE	E27045	138	149	18
2.0 TDI 177 quattro S line	E33085	175	148	23
2.0 TDI 177 SE	E29305	168	144	24
2.0 TDI 177 SE	E26555	168	144	23
2.0 TFSI 170 quattro S line	E31840	168	174	24
2.0 TFSI 211 quattro S line	E34765	208	179	28
2.0 TFSI 170 quattro SE	E26740	168	174	20
2.0 TFSI 170 quattro S line	E29490	168	174	20
2.0 TFSI 211 quattro SE	E29665	208	179	25
2.0 TFSI 211 quattro S line	E32415	208	179	25
2.5 TFSI RS	E43015	306	206	37
2.0 TDI 140 SE	E25600	138	137	18
2.0 TDI 140 S line	E28350	138	137	18
2.0 TDI 177 quattro SE E27985 175 148 21	E27985	175	148	21
2.0 TDI 177 quattro S line	E30735	175	148	21
Q5 5dr 4x4 Exceptionally good handling for an SUV, but very compromised ride. ★★★★★	E30735	175	148	21
2.0 TFSI 180 quattro S line PI	E36270	178	174	29
2.0 TFSI 180 quattro SE	E31370	178	174	28
2.0 TFSI 180 quattro S line	E33770	178	174	29
2.0 TFSI 225 quattro SE	E32720	222	174	29
2.0 TFSI 225 quattro S line	E35120	222	174	29
2.0 TFSI 225 q'tro S line Plus	E31620	222	174	30
2.0 TFSI 150 quattro SE	E31635	148	154	21
2.0 TDI 150 quattro S line	E34035	148	154	21
2.0 TDI 150 quattro S line Plus	E36535	148	154	22
2.0 TDI 177 quattro SE	E32610	175	154	24
2.0 TDI 177 quattro S line	E35010	175	154	25
2.0 TDI 177 q'tro S line Plus	E37510	175	154	25
3.0 TDI 245 quattro SE	E38370	241	169	33
3.0 TDI 245 quattro S line	E40770	241	169	34
3.0 TDI 245 q'tro S line Plus	E43270	241	169	34
Q7 5dr 4x4 Seven-seater SUV feels its class. A BMW X5 or Land Rover is better. ★★★★★	E44715	309	179	41
3.0 TDI 204 S line Plus	E51155	201	189	37
3.0 TDI 245 S line Plus	E52585	237	195	41
3.0 TDI 245 S line Sport Editi	E55585	237	195	41
3.0 TDI 245 S line Style Editi	E54085	237	195	41
4.2 TDI 340 S line Plus	E62220	335	242	47
4.2 TDI 340 S line Sport Editi	E63220	335	242	47
3.0 TDI 204 SE	E46855	201	189	35
3.0 TDI 245 S line	E48085	237	195	40
4.2 TDI 340 S line	E57120	335	242	45
TT 2dr coupé TT finds its mojo at last. Drive experience now as equal to the obvious prospect. ★★★★★	E29860	228	137	20
2.0 TFSI Sport	E29860	228	137	20
2.0 TFSI Sport quattro	E32785	228	149	21
2.0 TFSI S line	E32410	228	137	21
2.0 TFSI S line quattro	E35335	228	149	21
2.0 TDI ultra Sport	E29720	181	110	10
2.0 TDI ultra S line	E32320	181	110	10
TT ROADSTER 2dr open Heavier and wobblier, but still as competent as they come. ★★★★★	E34505	181	114	36
2.0 TDI ultra 184 S line	E31955	181	114	35
2.0 TFSI 220 quattro S line	E37555	228	154	39
2.0 TFSI 220 quattro Sport	E35005	228	154	38
2.0 TFSI 220 S line	E34595	228	140	38
2.0 TFSI 220 Sport	E32045	228	140	37
RB 2dr coupé Usable, but not less involving and dramatic for it. V10 is brutal. ★★★★★	E93735	424	332	50
5.2 FSI 430 V8 E114835 518 346 50	E114835	518	346	50
5.2 FSI 525 V10 E126835 543 346 50	E126835	543	346	50
5.2 FSI 550 V10 Plus E126835 543 346 50	E126835	543	346	50
RB SPYDER 2dr open Great noise, and losses little of the coupe's poise. ★★★★★	E102385	424	337	50
5.2 FSI 430 V8 E102385 424 337 50	E102385	424	337	50
5.2 FSI 525 V10 E123485 518 349 50	E123485	518	349	50

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
3.0 TFSI 211 quattro S line	E32415	208	179	25
2.5 TFSI RS	E43015	306	206	37
2.0 TDI 140 SE	E25600	138	137	18
2.0 TDI 140 S line	E28350	138	137	18
2.0 TDI 177 quattro SE E27985 175 148 21	E27985	175	148	21
2.0 TDI 177 quattro S line	E30735	175	148	21
Q5 5dr 4x4 Exceptionally good handling for an SUV, but very compromised ride. ★★★★★	E30735	175	148	21
2.0 TFSI 180 quattro S line PI	E36270	178	174	29
2.0 TFSI 180 quattro SE	E31370	178	174	28
2.0 TFSI 180 quattro S line	E33770	178	174	29
2.0 TFSI 225 quattro SE	E32720	222	174	29
2.0 TFSI 225 quattro S line	E35120	222	174	29
2.0 TFSI 225 q'tro S line Plus	E31620	222	174	30
2.0 TFSI 150 quattro SE	E31635	148	154	21
2.0 TDI 150 quattro S line	E34035	148	154	21
2.0 TDI 150 quattro S line Plus	E36535	148	154	22
2.0 TDI 177 quattro SE	E32610	175	154	24
2.0 TDI 177 quattro S line	E35010	175	154	25
2.0 TDI 177 q'tro S line Plus	E37510	175	154	25
3.0 TDI 245 quattro SE	E38370	241	169	33
3.0 TDI 245 quattro S line	E40770	241	169	34
3.0 TDI 245 q'tro S line Plus	E43270	241	169	34
Q7 5dr 4x4 Seven-seater SUV feels its class. A BMW X5 or Land Rover is better. ★★★★★	E44715	309	179	41
3.0 TDI 204 S line Plus	E51155	201	189	37
3.0 TDI 245 S line Plus	E52585	237	195	41
3.0 TDI 245 S line Sport Editi	E55585	237	195	41
3.0 TDI 245 S line Style Editi	E54085	237	195	41
4.2 TDI 340 S line Plus	E62220	335	242	47
4.2 TDI 340 S line Sport Editi	E63220	335	242	47
3.0 TDI 204 SE	E46855	201	189	35
3.0 TDI 245 S line	E48085	237	195	40
4.2 TDI 340 S line	E57120	335	242	45
TT 2dr coupé TT finds its mojo at last. Drive experience now as equal to the obvious prospect. ★★★★★	E29860	228	137	20
2.0 TFSI Sport	E29860	228	137	20
2.0 TFSI Sport quattro	E32785	228	149	21
2.0 TFSI S line	E32410	228	137	21
2.0 TFSI S line quattro	E35335	228	149	21
2.0 TDI ultra Sport	E29720	181	110	10
2.0 TDI ultra S line	E32320	181	110	10
TT ROADSTER 2dr open Heavier and wobblier, but still as competent as they come. ★★★★★	E34505	181	114	36
2.0 TDI ultra 184 S line	E31955	181	114	35
2.0 TFSI 220 quattro S line	E37555	228	154	39
2.0 TFSI 220 quattro Sport	E35005	228	154	38
2.0 TFSI 220 S line	E34595	228	140	38
2.0 TFSI 220 Sport	E32			

BMW (UK) Ltd is a credit broker. Official fuel economy figures for the BMW 420i M Sport Coupé: Urban 33.2 mpg (8.5l/100 km). Extra Urban 56.5 mpg (5.0l/100 km). Combined 47.9 mpg (5.9l/100 km). Actual figures may vary. A £1000 deposit is required at the time of booking. An agreement for a BMW 420i M Sport Coupé with optional metallic paint, with a contract mileage of 30,000 miles and excess mileage charge of 9.96p per mile. Applies to new vehicles ordered at participating dealerships. Other charges may be payable. Hire available subject to status to UK residents aged 18 or over. Guarantees and indemnities may be required. Terms and conditions apply. Offer may be varied, withdrawn or ended without notice.

Make and Model	Price	Bhp	CO ₂ /km	Insurance group	Make and Model	Price	Bhp	CO ₂ /km	Insurance group	Make and Model	Price	Bhp	CO ₂ /km	Insurance group	Make and Model	Price	Bhp	CO ₂ /km	Insurance group
328i SE	£31805	242	159	35	425d SE	£35430	215	131	33	525d SE	£36980	215	129	39	X1 5dr 4x4	Odd SUV best as rear-wheel drive. Good drive, poor cabin finish	★★★★★		
328i Sport	£32105	242	159	34	425d Sport	£36930	215	131	34	525d Luxury	£39910	215	134	40	drive, 25d xline	★★★★★			
330d xDrive SE	£37620	255	142	34	425d Luxury	£37930	215	131	34	525d M Sport	£39910	215	139	40	drive, 25d xline	★★★★★			
335d xDrive M Sport	£42020	309	148	43	430d M Sport	£38430	215	135	34	530d SE	£41455	241	134	43	drive 20i SE	£32540	215	154	26
335i Luxury	£39760	302	189	37	430d M Sport	£40315	255	129	34	530d M Sport	£44270	241	144	43	drive 20i Sport	£32780	218	176	28
335i M Sport	£39960	302	189	37	430d xDrive M Sport	£41945	255	137	40	535d M Sport	£48920	308	143	45	drive 20i xline	£329280	218	179	28
320i Sport	£28905	181	152	30	435d xDrive M Sport	£42460	255	141	40	535d M Sport	£48920	308	148	45	drive 20i M Sport	£32080	218	179	28
320i Luxury	£31105	181	152	31	435d xDrive M Sport	£45245	308	143	45	5 SERIES TOURING 5dr estate	Great overall package. 520d the best	★★★★★			drive 16d SE	£24230	114	128	12
320i M Sport	£30905	181	152	31	4 SERIES 2dr open	A quality product to be sure, but some of the verve has gone with the roof	★★★★★			518d M Sport	£35865	241	127	31	drive 18d SE	£25330	141	128	22
328i M Sport	£34305	242	159	36	420d Luxury	£39880	181	133	31	530d M Sport	£46470	241	144	43	drive 18d Sport	£26330	141	128	22
328i M Sport	£34105	242	159	36	420d M Sport	£40380	181	138	31	535d Luxury	£51120	308	149	45	drive 18d M Sport	£28330	141	128	22
316d ES	£27575	114	123	20	420d M Sport	£37380	181	133	30	535d M Sport	£46940	302	179	42	drive 18d SE	£26830	141	144	22
316d SE	£28425	114	123	20	420d SE	£38880	181	133	30	520i SE	£46940	302	179	42	drive 18d xline	£28830	141	144	22
316d Sport	£28725	114	123	20	420d SE	£40220	242	159	36	520i M Sport	£53565	181	157	32	drive 18d M Sport	£29830	141	144	22
318d SE	£29675	141	123	24	428i M Sport	£40720	242	163	37	520i M Sport	£53815	181	162	37	drive 20d Efficient Dynamics	£26760	161	119	24
318d Sport	£29975	141	123	24	428i M Sport	£37720	242	159	36	528i SE	£38895	242	149	40	drive 20d Eff. Dyn. Business	£28160	181	129	24
318d M Sport	£32175	141	123	25	428i SE	£39220	242	159	36	528i SE	£41730	242	154	41	drive 20d SE	£26760	181	129	24
318d M Sport	£31975	141	123	25	428i SE	£45700	255	144	41	528i M Sport	£53065	141	122	31	drive 20d M Sport	£29760	181	129	25
320d SE	£30775	181	125	31	430d M Sport	£45680	302	190	39	518d SE	£53865	181	127	31	drive 20d SE	£28260	181	145	25
320d Luxury	£33275	181	125	32	M4	£61145	425	213	43	520d SE	£37365	181	127	34	drive 20d xline	£29260	181	145	25
320d M Sport	£33075	181	125	32	420i SE	£34910	181	154	30	520d M Sport	£37365	181	127	34	drive 20d xline	£30260	181	145	25
320d xDrive Sport	£32705	181	133	30	420i SE	£34910	181	154	30	525d SE	£39310	215	136	39	drive 25d M Sport	£31260	181	145	25
320d xDrive M Sport	£32495	181	133	31	420i Sport	£36410	181	154	31	525d SE	£39310	215	136	39	drive 25d M Sport	£33540	215	145	25
330d SE	£36105	255	135	38	420i M Sport	£37410	181	154	31	525d SE	£39310	215	136	39	X3 3dr 4x4	New X3 has an appealingly organic drive and practical body	★★★★★		
330d Luxury	£38605	255	135	38	420i M Sport	£37910	181	159	31	525d SE	£41225	215	141	40	drive 18d SE	£31295	141	131	26
330d M Sport	£38405	255	135	38	425d SE	£39240	218	138	34	530d SE	£43655	241	139	43	drive 20d SE	£33295	181	143	30
330d xDrive M Sport	£40120	255	142	41	425d Sport	£40740	218	138	34	530d SE	£43655	241	139	43	drive 20d M Sport	£36295	181	143	31
330d SE	£39920	255	142	41	425d M Sport	£41740	218	138	34	535d M Sport	£46470	241	144	43	drive 20d xline	£34795	181	143	30
3 SERIES GT 5dr hatch	Hatchback practically meets 3-Series talent. Duller but decent	★★★★★			430d Luxury	£45185	255	139	42	535i M Sport	£49665	241	153	43	drive 30d SE	£40095	255	156	39
328i SE	£33525	241	122	25	435d xDrive Luxury	£49100	308	151	42	550i M Sport	£49665	241	153	43	drive 30d M Sport	£40095	255	156	39
318d SE	£31275	141	119	24	435d xDrive M Sport	£49600	308	155	42	550i M Sport	£50260	302	192	44	drive 30d xline	£41595	255	156	40
320i M Sport	£32155	181	156	31	4 SERIES GRAN COUPE 4dr saloon	A prettier 3-Series. Very good, but not better	★★★★★			550i M Sport	£50260	302	192	44	drive 35d M Sport	£45695	308	157	40
320i SE	£29905	181	153	31	Series. Very good, but not better	£35495	181	128	30	550i M Sport	£50260	302	192	44	X4 3dr 4x4	A downsized K6. Respectable enough, but the cheaper X3 is a better option	★★★★★		
320i xDrive Luxury	£33405	181	164	31	420d xDrive SE	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 20d SE	£36895	187	143	31
320i xDrive M Sport	£33765	181	167	31	420i SE	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 20d xline	£38395	187	143	31
320i xDrive SE	£33405	181	164	31	420i SE	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 20d M Sport	£38395	187	143	31
320i xDrive Sport	£33405	181	164	31	420i Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 30d SE	£41595	255	156	40
328i SE	£32105	242	156	35	420i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 30d xline	£41595	255	156	40
330d xDrive M Sport	£41470	258	143	41	420i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 35d M Sport	£45695	308	157	40
320i M Sport	£30905	181	153	31	420i xDrive SE	£33995	181	129	29	550i M Sport	£50260	302	192	44	X5 3dr 4x4	Very comfortable and capable. Although the bling M50d should be avoided	★★★★★		
320i Luxury	£31905	181	153	31	420i xDrive SE	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 50i SE	£60165	402	224	49
328i Sport	£34105	242	156	36	420i xDrive M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 50i M Sport	£64290	402	226	49
328i M Sport	£35105	242	156	36	420i xDrive M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	X5M	£90175	567	258	50
335i M Sport	£35355	242	156	36	428i SE	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 25d SE	£42945	215	149	41
335i M Sport	£35355	242	156	36	428i SE	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 25d M Sport	£46880	215	151	42
318d Sport	£32275	141	119	24	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 25d M Sport	£46880	215	151	42
318d Luxury	£32375	141	119	24	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 25d M Sport	£46880	215	151	42
320d SE	£32375	181	129	30	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 30d SE	£49950	251	156	42
320d Sport	£33375	181	129	30	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 30d SE	£49950	251	156	42
320d M Sport	£34375	181	129	30	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 30d M Sport	£52950	241	158	45
325d SE	£34305	215	134	34	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 40d SE	£50910	302	157	45
325d Luxury	£36305	215	134	34	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 40d M Sport	£55610	302	159	47
325d M Sport	£36555	215	137	34	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	M50d	£64020	381	173	49
330d SE	£37705	258	135	40	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	X6 3dr 4x4	The world's first off-road coupe, but appearance makes it difficult to love	★★★★★		
330d Luxury	£39705	258	135	40	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 50i SE	£63050	443	225	50
330d M Sport	£39955	258	136	41	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 50i M Sport	£67170	443	225	50
330d xDrive SE	£39220	258	142	40	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 30d SE	£51145	258	157	45
330d xDrive M Sport	£41220	258	142	40	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 30d M Sport	£55845	258	157	45
335d xDrive M Sport	£44120	313	148	42	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 40d SE	£53805	313	163	47
4 SERIES 2dr coupe	More talented GT than brilliant B-road steer. Very comely though	★★★★★			428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	drive 40d M Sport	£58505	313	163	47
430d M Sport	£40945	255	132	40	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	M50d	£66915	381	174	50
420i SE	£30125	181	144	30	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	2dr open	Classy roadster. More cruiser than sports car	★★★★★		
420i Sport	£31625	181	144	30	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	2.0 drive18i	£27740	154	159	33
420i M Sport	£33125	181	147	30	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	2.0 drive18i M Sport	£31625	154	159	34
420i xDrive SE	£31660	181	159	30	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	2.0 drive20i	£29840	181	159	34
420i xDrive M Sport	£33160	181	159	30	428i M Sport	£33995	181	129	29	550i M Sport	£50260	302	192	44	2.0 drive20i M Sport	£33005	181	159	35
420i xDrive Sport	£33160	181	159	30	428i M Sport	£33995	181	12											

AUTOCAR TOP FIVES

Warm hatches

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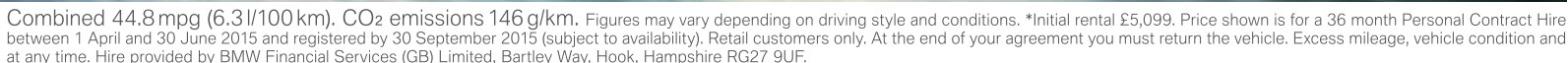
1 Ford Fiesta Zetec S Black From £13,000
The Black gets the most powerful version of the dinky Ecoboost. More liveable than an ST, and almost as much fun. ★★★★★
- 

2 Mini Cooper From £15,000
Forget the S; the three-pot Cooper is the best-value Mini money can buy. The best to drive, too. Great car. ★★★★★
- 

3 Suzuki Swift Sport From £13,000
The cheap, pretty and chuckable Swift defines this category best. Fun cannot be had more cheaply than this. ★★★★★
- 

4 Seat Ibiza FR From £16,000
VW's latest four-pot gives the Ibiza some genuine grunt. Shame the chassis it's connected to is less than compelling. ★★★★★
- 

5 Fiat 500 Abarth From £14,000
One of the cutest cars on sale is also pleasing to drive. The 1.4 turbo is brilliant, but the ride is a little harsh. ★★★★★





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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
KUGA 5dr 4x4 Bigger Kuga has taken a stylistic step backwards, but the strengths remain ★★★★★				
2.0 TDCi 180 Titanium X Sport	£32045	178	135	22
1.6 T150 EcoBoost Titanium X S	£28350	148	154	20
1.6 T182 EcoBoost Titanium X S	£32510	180	179	23
2.0 TDCi 160i Titanium X Sport ZWD	£29750	138	139	22
2.0 TDCi 163 Titanium X Sport	£31750	138	154	24
1.6 T150 EcoBoost Zetec ZWD	£21000	148	154	20
1.5 T150 EcoBoost Titanium	£22645	148	143	20
1.5 T150 EcoBoost Titanium X	£25395	148	143	20
1.6 T150 EcoBoost Titanium ZWD	£22650	148	154	21
1.6 T150 EcoBoost Titan X ZWD	£25400	148	154	22
1.5 T150 Titanium X Sport	£28345	148	143	20
1.6 T182 EcoBoost Zetec	£25160	180	179	21
1.6 T182 EcoBoost Zetec AWD	£25160	180	171	21
1.6 T182 EcoBoost Titanium	£26810	180	179	22
1.6 T182 EcoBoost Titanium AWD	£29560	180	179	23
1.5 T182 EcoBoost Titanium X A	£29545	180	171	21
1.5 T182 Ebst Titanium X Sport	£32490	180	171	21
2.0 TDCi 140 Zetec ZWD	£22400	138	139	20
2.0 TDCi 150 Zetec ZWD	£22695	148	122	20
2.0 TDCi 140 Zetec	£23900	138	154	21
2.0 TDCi 140 Titanium ZWD	£24050	138	139	21
2.0 TDCi 150 Titanium ZWD	£24345	148	122	20
2.0 TDCi 140 Titanium X ZWD	£26800	138	139	22
2.0 TDCi 150 Titanium X ZWD	£27095	148	122	20
2.0 TDCi 150 Titanium X Sport	£30045	148	122	20
2.0 TDCi 163 Titanium	£26500	138	154	22
2.0 TDCi 150 Zetec AWD	£24890	148	135	20
2.0 TDCi 163 Titanium AWD	£26345	138	154	24
2.0 TDCi 180 Titanium AWD	£29095	178	135	22
C-MAX 5dr mpv As fun to drive as it is easy to live with ★★★★★				
1.0 T100 EcoBoost Zetec S-S	£18150	99	117	10
1.0 T125 EcoBoost Zetec S-S	£18650	123	117	10
1.0 T100 EcoBoost Titanium S-S	£19650	99	117	10
1.0 T125 EcoBoost Titanium S-S	£20150	123	117	10
1.0 T125 EcoBoost Titanium X S-S	£21210	123	117	14
1.6 105 Zetec	£17655	103	149	11
1.6 T150 EcoBoost Titanium S-S	£20855	148	144	19
1.6 T182 EcoBoost Titanium X S-S	£23605	180	144	22
1.6 TDCi 115 Zetec	£19150	114	117	16
1.6 TDCi 115 Titanium	£20650	114	117	16
1.6 TDCi 115 Titanium X	£22650	114	117	16
2.0 TDCi 140 Titanium £21725 138 129 20				
2.0 TDCi 163 Titanium	£24225	161	129	22
GRAND C-MAX 5dr mpv Fun and practical small seven seater ★★★★★				
1.0 T100 EcoBoost Zetec S-S	£19745	99	119	10
1.0 T125 EcoBoost Zetec S-S	£20245	123	119	10
1.0 T100 EcoBoost Titanium S-S	£21045	99	119	10
1.0 T125 EcoBoost Titanium S-S	£21545	123	119	10
1.0 T125 EcoBoost Titanium X S-S	£22545	99	119	14
1.6 T150 EcoBoost Titanium S-S	£22250	148	149	19
1.6 T182 EcoBoost Titanium X S-S	£24950	180	149	22
1.6 TDCi 115 Zetec	£20745	114	124	16
1.6 TDCi 115 Titanium	£22045	114	124	16
1.6 TDCi 115 Titanium X	£24045	114	124	16
2.0 TDCi 140 Titanium	£23250	138	134	20
2.0 TDCi 163 Titanium X	£25750	161	134	22
S-MAX 5dr mpv Proof that MPV's need not be boring or ungainly. A benchmark ★★★★★				
1.6 T160 EcoBoost Zetec S-S	£23310	158	159	18
1.6 T160 Eco Tium S-S	£25060	158	159	19
2.0 TDCi EcoBoost Titanium auto	£26735	200	189	22
2.0 TDCi 140i X Sp. Au	£31485	237	194	27
1.6 TDCi 115 Zetec S-S	£24110	114	139	16
1.6 TDCi 115 Eco Tium S-S	£25860	114	139	17
2.0 TDCi 140 Zetec	£24295	138	139	17
2.0 TDCi 140 Titanium	£26045	138	139	17
2.0 TDCi 163 Titanium	£26645	161	139	19
2.0 TDCi 163 Tit. X Sp.	£30395	161	139	21
2.2 TDCi 200 Titanium	£27870	197	174	26
2.2 TDCi 200 Tit. X Sp.	£31620	197	174	26
GALAXY 5dr mpv Huge seven-seater MPV. Easy to place on the road. Not cheap ★★★★★				
2.2 TDCi 200 Titanium X	£32875	197	179	27
1.6 T160 EcoBoost Zetec S-S	£25670	158	167	18
1.6 T160 Eco Tium S-S	£27570	158	167	18
1.6 T160 Eco Tium S-S	£30070	158	167	18
2.0 TDCi EcoBoost Titanium auto	£29235	200	189	24
2.0 TDCi EcoBoost Titan X auto	£31735	200	189	25
1.6 TDCi 115 Zetec S-S	£26460	114	139	16
1.6 TDCi 115 Eco Tium S-S	£28360	114	139	17
1.6 TDCi 115 Eco Tit. X S-S	£30860	114	139	18
2.0 TDCi 140 Zetec	£26645	138	139	20
2.0 TDCi 140 Titanium	£28545	138	139	20
2.0 TDCi 140 Titanium X	£31045	138	139	21
2.0 TDCi 163 Titanium	£29145	161	139	22
2.0 TDCi 163 Titanium X	£32370	161	139	22
2.2 TDCi 180 Type S	£32925	177	150	28
2.2 TDCi 180 Type S ADAS	£35175	177	150	29
CR-V 5dr 4x4 The CR-V soldiers on. But it's hemmed in by cleverer competition ★★★★★				
1.6 T-DTEC 120 SE-Nav ZWD	£26740	118	115	22
1.6 T-DTEC 120 S-Nav ZWD	£24300	118	115	23
1.6 T-DTEC 120 SR ZWD	£28495	118	119	23
2.0 T-DTEC 120 S-Nav ZWD	£23240	154	168	22
2.0 T-DTEC 120 SR ZWD	£24510	154	168	22
2.0 T-DTEC SE-Nav ZWD	£25680	154	168	22
2.0 T-DTEC SE	£25610	154	173	22
2.0 T-DTEC SE-Nav	£26780	154	173	22
2.0 T-DTEC SR	£28590	154	177	23
2.0 T-DTEC EX	£30435	154	177	23
1.6 T-DTEC 120 S ZWD	£23400	118	115	22
1.6 T-DTEC 120 SE ZWD	£25570	118	115	22
1.6 T-DTEC 160 SE	£27570	158	129	26
1.6 T-DTEC 160 SE-Nav	£28740	158	129	26
1.6 T-DTEC 160 SR	£30625	158	133	27
1.6 T-DTEC 160 EX	£32470	158	133	27
HYUNDAI				
i10 5dr hatch Second gen i10 still close to the best. Mature drive, spacious cabin, low price ★★★★★				
1.0 S	£8595	65	108	1
1.0 S Air	£9260	65	108	1
1.0 SE	£9610	65	108	1
1.0 SE Blue Drive	£9910	65	98	1
1.0 Premium	£10310	65	108	1
1.2 SE	£10110	86	114	4
1.2 Premium	£10810	86	114	4
i20 5dr hatch Very good value hatch. Fun a byproduct; practically mostly spot on ★★★★★				
1.2 75 S	£10695	76	112	5
1.2 75 S Air	£11445	76	112	5
1.2 84 SE	£12725	84	119	6
1.2 84 Premium	£13725	84	119	6
1.2 84 Premium SE	£14725	84	119	6
1.4 100 SE	£13325	98	127	10
1.4 100 Premium	£14325	98	127	10
1.4 100 Premium SE	£15325	98	127	10
1.1 CRDi 75 S Blue	£12445	74	84	6
1.1 CRDi 75 SE	£14225	74	84	6
1.1 CRDi 90 SE	£14725	99	106	11
1.1 CRDi 90 Premium	£15725	99	106	12
1.1 CRDi 90 Premium SE	£16725	99	106	12
i30 3dr hatch As good as we've come to expect, but not one inch better ★★★★★				
1.6 120 Sport Nav	£18720	118	149	11
1.4 100 Class	£14605	98	139	7
1.4 100 Active	£15805	98	143	7
1.6 120 Sport	£17600	118	149	10
1.6 CRDi 110 Blue Drive Active	£18090	109	100	11
1.6 CRDi 128 Sport	£19590	126	108	13
1.6 CRDi 128 Sport Nav	£20710	126	108	13
i30 5dr hatch As good as we've come to expect, but not one inch better ★★★★★				
1.4 100 Class	£15210	98	139	7
1.4 100 Active	£16310	98	139	7
1.4 100 Style	£17310	98	143	7
1.4 100 Style Nav	£18430	98	143	7
1.6 120 Active auto	£17710	118	159	9
1.6 120 Premium	£20425	118	149	9
1.6 CRDi 110 Blue Drive Class	£17495	109	97	11
1.6 CRDi 110 Blue Drive Active	£18595	109	97	11
1.6 CRDi 128 Blue Drive Style	£19895	126	100	13
1.6 CRDi 128 Premium	£22415	126	108	13
1.6 CRDi 128 B'Drive Style Nav	£21015	126	100	13
i30 TOURER 5dr estate As good as we've come to expect, but not one inch better ★★★★★				
1.6 CRDi 110 B'Drive Class	£18595	109	110	11
1.6 CRDi 110 B'Drive Active	£19695	109	110	11
1.6 CRDi 128 B'Drive Style Nav	£22115	126	115	13
1.6 CRDi 128 Blue Drive Style	£20995	126	115	13
1.6 Class	£16905	118	150	9
1.6 Active	£18005	118	150	9
1.6 T128 Premium	£23815	126	117	13
i40 4dr saloon Useful, inoffensive and well-priced. No fireworks here ★★★★★				
1.7 CRDi 115 B'Drive Premium	£22485	114	113	13
1.7 CRDi 115 B'Drive Style	£21205	114	113	13
1.7 CRDi 115 B'Drive Active	£19105	114	113	12
1.7 CRDi 136 B'Drive Active	£19905	134	119	16
1.7 CRDi 136 B'Drive Style	£22005	134	119	16
1.7 CRDi 136 B'Drive Premium	£24005	134	119	17
i40 TOURER 5dr estate Useful, inoffensive and well-priced. No fireworks here ★★★★★				
1.7 CRDi 115 B'Drive Style	£22455	114	113	13
1.7 CRDi 115 Blue Active	£20355	114	113	12
1.7 CRDi 136 B'Drive Active	£21155	134	119	16
1.7 CRDi 136 Blue Style	£23255	134	119	16
1.7 CRDi 136 B'Drive Premium	£25655	134	119	17
IX20 5dr hatch Usable high-roofed hatch, but short on flair ★★★★★				
1.6 CRDi 115 Active Blue Drive	£15385	114	117	13
1.6 CRDi 115 Style Blue Drive	£16335	114	117	13
1.4 Class	£12515	89	140	7
1.4 Active	£13665	89	140	8
1.4 Style	£14615	89	140	8
1.6 Active Auto	£15010	123	154	10
1.6 Style Auto	£15960	123	154	10
1.4 CRDi 90 Class	£13835	89	119	9
IX35 5dr 4x4 Classy, roomy cabin, predictable handling. Very competitive ★★★★★				
1.6 GDi S ZWD	£17000	133	158	14
1.6 GDi S B'Drive ZWD ISG	£17180	133	149	14
1.6 GDi SE ZWD	£18600	133	158	14
1.6 GDi SE B'Drive ZWD ISG	£18780	133	149	14
1.6 GDi SE Nav ZWD	£19650	133	158	14
1.6 GDi SE Nav B'Drive ZWD ISG	£19795	133	149	14
1.7 CRDi SE Nav ZWD	£21150	114	139	14
1.7 CRDi Premium ZWD	£22850	114	139	14
1.7 CRDi Premium Pan'ama ZWD	£23650	114	139	14
1.7 CRDi S ZWD	£18500	114	139	14
1.7 CRDi SE ZWD	£20100	114	139	14
2.0 CRDi Premium 136 4WD	£25750	134	149	18
2.0 CRDi Premium Pan'ama 4WD	£26550	134	149	18
2.0 CRDi SE 136 4WD	£23000	134	149	18
2.0 CRDi SE Nav 136 4WD	£24050	134	149	18
SANTA FE 5dr 4x4 An injection of class has enhanced the Santa Fe's easygoing appeal ★★★★★				
2.2 CRDi Style 4WD 5st	£27800	194	159	19
2.2 CRDi Style 4WD 7st	£29000	194	159	19
2.2 CRDi Premium 4WD 5st	£30020	194	159	19
2.2 CRDi Premium 4WD 7st	£31220	194	159	19
2.2 CRDi Premium SE 4WD 7st	£33720	194	159	20
INFINITI				
Q50 4dr saloon Credible compact saloon competitor with some novel touches ★★★★★				
3.5 S Hybrid Sport AWD	£41640	359	144	42
2.0 Premium	£31755	208	146	40
2.0 Premium Tech	£38255	208	146	40
2.0 Sport	£34125	208	146	40
2.0 Sport Tech	£39025	208	146	40
3.5 S Hybrid Sport	£39995	359	144	42
3.5 S Hybrid Sport Tech	£44895	359	144	42
3.5 S Hybrid Sport Tech AWD	£46540	359	159	42
2.0 SE	£27950	168	114	39
2.2 Premium	£30350	168	114	40
2.2 Premium Tech	£36850	168	114	40
2.2 Sport	£37270	168	114	40
2.2 Sport Tech	£37620	168	114	40
Q60 2dr coupé High-class coupe. Refined, potent and entertaining ★★★★★				
3.7 V6 Q60 GT	£36780	315	246	45
3.7 V6 Q60 S	£38670	315	246	45
3.7 V6 Q60 S Premium	£41860	315	246	45
Q60 coupe CABRIOLET 2dr open Desirable, enjoyable coupe-cabriolet. Poor residuals ★★★★★				
3.7 V6 Q60 GT Premium auto	£45730	315	264	48
Q70 4dr saloon Pleasant, well-equipped big saloon ★★★★★				

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
VENGA 5dr mpv Versatile interior, but firm ride and high price disappoint ★★★★★	£11795	89	130	7
1.4 89 1 ISG	£11795	89	130	7
1.4 89 1 Air ISG	£12595	89	130	8
1.4 89 2 ISG	£13695	89	130	8
1.6 123 3 Nav ISG	£16885	123	139	12
1.6 123 3 Nav auto	£17985	123	154	11
1.6 123 3 Au	£15610	123	154	11
1.6 123 3 ISG	£16990	123	154	11
1.4 CRDi 90 Eco 1	£15890	123	139	12
1.4 CRDi 90 Eco 1	£13095	89	119	10
1.4 CRDi 90 Eco 1	£13895	89	119	11
1.4 CRDi 90 Eco 2	£14995	89	119	11
1.6 CRDi 114 3 Nav ISG	£17175	114	117	14
1.6 CRDi 114 3 Nav ISG	£18170	114	117	15
CARENS 5dr mpv Nicely up to scratch now, but no class leader ★★★★★	£25250	136	132	16
1.7 CRDi 3 Sat Nav ISG	£18195	133	149	13
1.6 GDi 1 ISG	£19600	133	149	13
1.6 GDi 2 ISG	£19590	114	124	12
1.7 CRDi 114 1 ISG	£20995	114	124	12
1.7 CRDi 114 2 ISG	£22400	136	159	16
1.7 CRDi 134 3 ISG	£24300	136	132	16
SPORTAGE 5dr 4x4 Good ride, handling and usability ★★★★★	£25000	144	143	14
1.7 CRDi 4 2WD ISG	£21500	134	149	16
1.6 GDi 1 2WD	£17500	133	158	14
1.6 GDi 2 2WD ISG	£19800	133	149	15
1.7 CRDi 1 2WD ISG	£19100	114	135	12
1.7 CRDi 2 2WD ISG	£21200	114	135	12
1.7 CRDi 3 2WD ISG	£23100	114	143	13
1.7 CRDi 3 SatNav 4WD ISG	£23900	114	143	13
2.0 CRDi KX-2 4WD	£23600	134	149	17
2.0 CRDi KX-3 4WD	£25500	134	156	17
2.0 CRDi KX-3 4WD nav	£26300	134	156	17
2.0 CRDi KX3 4WD on au	£27605	134	183	17
2.0 CRDi 181 KX-4 4WD	£28200	134	158	19
SORENTO 5dr 4x4 Big and dependable, but unsuitable to look directly at ★★★★★	£26995	194	155	21
2.2 CRDi KX-1	£29400	194	155	21
2.2 CRDi KX-2 Sat Nav	£30500	194	155	22
2.2 CRDi KX-3 auto	£36005	194	178	25
2.2 CRDi KX-4 auto	£36805	194	178	27
KOENIGSEGG				
CCX 2dr coupé Stupendously fast Swedish supercar ★★★★★	£415000	806	-	-
4.7 V8				
KTM				
X-Bow 0dr unknown Eccentric looks, sharp handling. Expensive ★★★★★	£49980	237	185	-
2.0 Clubsport	£59755	237	185	-
2.0 Supersport	£79305	237	185	-
2.0 ABT Sp. line 300	£59755	296	189	-
LAMBORGHINI				
HURACAN 2dr coupé A supercar to its bones, but the flows are just as obvious ★★★★★	£180720	601	-	-
5.2 V10 LP 610-4				
AVENTADOR 2dr coupé Big, bullish and ballistic. But not perfect ★★★★★	£242280	690	398	-
6.5 LP700-4				
LAND ROVER				
DEFENDER 3dr 4x4 An institution. Unbeatable off road, crude on it ★★★★★	£23100	120	266	-
90 2.2 D Wagon	£25265	120	269	25
90 2.2 County	£27305	120	269	25
90 2.2 D X5 Wagon	£30505	120	269	26
DEFENDER 5dr 4x4 An institution. Unbeatable off road, crude on it ★★★★★	£25010	120	295	26
110 2.2 D County Utility Wagon	£29550	120	295	-
110 2.2 D Utility Wagon	£27620	120	295	-
110 2.2 D Wagon	£27620	120	295	27
110 2.2 D County	£29550	120	295	28
110 2.2 D X5 S Wagon	£33405	120	295	28
110 2.2 D X5 Utility Wagon	£32405	120	295	-
DISCOVERY 5dr 4x4 The best compromise between off and on-road ability ★★★★★	£40005	252	213	30
3.0 SDV6 255 GS	£46865	252	213	30
3.0 SDV6 255 XS	£54495	252	213	31
3.0 SDV6 255 HSE	£54495	252	213	31
DISCOVERY SPORT 5dr 4x4 Hugely alluring compact seven-seater ★★★★★	£32395	188	162	28
2.2 SD4 190 SE	£33895	188	162	28
2.2 SD4 190 HSE	£37595	188	162	31
2.2 SD4 190 HSE Luxury	£41195	188	162	31
RANGE ROVER EVOQUE 3dr 4x4 A new class of desirability for the SUV ★★★★★	£31205	148	129	29
2.2 e4d 150 Pure Tech 2WD	£33505	188	149	33
2.2 SD4 190 Dynamic 4WD	£39305	188	149	34
RANGE ROVER EVOQUE 5dr 4x4 A new class of desirability for the SUV ★★★★★	£46210	237	181	38
2.2 e4d 150 Pure Tech 2WD	£49205	148	133	29
2.2 e4d 150 Pure Tech 4WD	£51205	188	149	33
2.2 SD4 190 SE	£31505	188	149	33
2.2 SD4 190 Pure Tech 4WD	£33505	188	149	33
2.2 SD4 190 Dynamic 4WD	£39305	188	149	34
RANGE ROVER SPORT 5dr 4x4 Arguably the best luxury car in the world. Easily the best SUV ★★★★★	£100350	503	299	50
5.0 V8 S Autobiography	£107950	503	299	50
5.0 V8 S Autobiography LWB	£73950	254	196	45
3.0 TDV6 Vogue	£80650	254	196	45
3.0 TDV6 Autobiography	£89650	254	196	50
3.0 SDV6 Hybrid Autobiography	£100350	335	169	50
4.4 SDV8 Vogue	£80650	308	229	50
4.4 SDV8 Vogue SE	£87550	308	229	50
4.4 SDV8 Autobiography	£96550	308	229	50
4.4 SDV8 Autobiography LWB	£104150	308	229	50
RANGE ROVER SPORT 5dr 4x4 Just the right kind of dynamic twist. Brilliant ★★★★★	£82650	503	298	49
5.0 V8 S Autobiography Dynamic				

LEXUS

CT 5dr hatch Makes sense only as a company car. Not fun **★★★★★**

200h S **E21245** 134 82 19

200h SE **E22745** 134 94 19

200h Advance **E24245** 134 94 19

200h Luxury **E24745** 134 94 20

200h F Sport **E26995** 134 94 21

200h Premier **E29745** 134 94 21

IS 4dr saloon Sleek junior exec, well made and interesting. Needs a better diesel **★★★★★**

250 SE **E26495** 204 199 32

250 Luxury **E27995** 204 199 33

250 F Sport **E30495** 204 213 33

250 Premier **E35495** 204 213 34

300h SE **E29495** 217 99 31

300h Luxury **E30995** 217 103 32

300h F Sport **E33495** 217 109 32

300h Premier **E38495** 217 109 33

GS 4dr saloon Refreshingly different, but lacks a diesel engine **★★★★★**

300h SE **E31495** 179 109 31

300h Luxury **E37495** 179 113 33

300h F Sport **E43745** 179 113 33

450h Luxury **E45495** 338 141 42

450h F Sport **E51495** 338 141 42

450h Premier **E51495** 338 141 42

LS 4dr saloon Uninspiring luxury barge with a huge kit list attached **★★★★★**

460 Luxury **E71995** 382 249 48

460 F Sport **E74495** 382 249 49

460h Premier **E99995** 439 199 50

600h L Premier Night View **E101510** 439 199 50

NX 5dr hatch Some good ideas, but dramatically off the pace to drive **★★★★★**

2.0 200h F Sport **E38095** 235 183 -

300h S 2WD **E29495** 195 116 29

300h SE **E31495** 195 121 31

300h Luxury **E34495** 195 121 31

300h F Sport **E36995** 195 121 32

300h Premier **E42995** 195 121 33

RX 5dr 4x4 Low flexibility, but driving function makes a degree of economic sense **★★★★★**

450h SE **E44495** 245 145 40

450h Luxury **E48495** 245 145 41

450h F Sport **E51995** 245 145 42

450h Premier **E55495** 245 145 41

LOTUS

ELISE 2dr open Pure sports car. Great chassis and steering, low running costs **★★★★★**

1.6 Club Racer **E28580** 134 149 43

1.6 **E29050** 134 149 43

1.6 Sport **E30650** 134 149 43

1.8 S **E37205** 127 175 43

EXIGE 2dr coupé Sharp, uncompromising track car. Unforgiving on road **★★★★★**

3.5 V6 S **E54610** 345 236 47

EVORA 2dr coupé Sublime combination of pliant ride and sweet handling **★★★★★**

3.5 V6 **E53080** 276 217 50

3.5 V6 +2 **E54980** 276 217 50

3.5 V6 Sp. Racer **E58850** 276 217 50

3.5 V6 S **E62290** 345 229 50

3.5 V6 S +2 **E64190** 345 229 50

3.5 V6 S Sp. Racer **E66850** 345 229 50

MASERATI

Ghibli 2dr saloon Classy and entertaining but less polished than a 5-Series **★★★★★**

3.0 V6 **E52275** 325 223 50

3.0 V6 S **E63415** 325 223 50

Quattroporte 4dr saloon Not quite as sophisticated as it might have been. **★★★★★**

3.0 V6 S **E80095** 404 - 50

3.8 V8 **E110000** 523 274 50

3.6 V6 Diesel **E69230** 271 163 50

GRANTURISMO 2dr coupé Fantastic looks and soundtrack, average chassis **★★★★★**

4.2 V8 **E82140** 400 330 50

4.7 V8 Sport **E90390** 453 354 50

4.7 V8 MC Stradale **E109995** 453 337 50

GRANCABRIO 2dr open Fantastic looks and soundtrack, average chassis **★★★★★**

4.7 V8 **E98200** 433 354 50

4.7 V8 Sport **E102615** 453 337 50

MAZDA

2.5dr hatch Much more grown-up now. Handsome and comfortable - if slightly less fun **★★★★★**

1.5 75 SE **E11995** 74 110 -

1.5 75 SE-L **E12995** 74 110 -

1.5 75 SE-L **E13995** 90 105 -

1.5 90 SE-L Nav **E14395** 90 105 -

1.5 90 SE-L **E14995** 90 105 -

1.5 90 Sport Nav **E15395** 90 105 -

1.5 115 Sport Nav **E15995** 113 117 -

1.5 105 SE-L **E15995** 104 89 -

1.5 105 SE-L Nav **E16395** 104 89 -

1.5 105 Sport Nav **E16995** 104 89 -

1.5 105 Sport Nav **E17395** 104 89 -

4dr saloon Refined, well-priced family choice. Dynamically satisfying, too **★★★★★**

2.0 120 SE **E17295** 118 119 17

2.0 120 SE Nav **E17895** 118 119 17

2.0 120 SE-L **E18795** 118 119 18

2.0 120 SE-L Nav **E19395** 118 119 18

2.0 120 Sport Nav **E20195** 118 119 18

2.2 150 SE **E19645** 148 104 23

2.2 150 SE-L **E20245** 148 104 24

2.2 150 SE-L Nav **E21145** 148 104 24

2.2 150 SE-L Nav **E21745** 148 104 24

2.2 150 Sport Nav **E22545** 148 104 24

3dr hatch Refined, well-priced family hatch. Dynamically satisfying, too **★★★★★**

1.5 100 SE **E16995** 99 119 13

1.5 100 SE Nav **E17595** 99 119 13

2.0 120 SE **E17295** 118 119 17

2.0 120 SE Nav **E17895** 118 119 17

2.0 120 SE-L **E18795** 118 119 18

2.0 120 SE-L Nav **E19395** 118 119 18

2.0 165 Sport Nav **E20195** 118 119 18

2.2 150 SE **E21920** 162 135 22

2.2 150 SE-L **E19645** 148 107 23

2.2 150 SE-L Nav **E20245** 148 107 24

2.2 150 SE-L Nav **E21145** 148 107 24

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
X-TRAIL 5dr 4x4 Sleek, Qashqar-based crossover is an easy win if you require seven seats ★★★★★				
1.6 dCi Visia 2WD	£23195	128	129	19
1.6 dCi Acenta 2WD	£24995	128	129	19
1.6 dCi Acenta 4WD	£26695	128	139	20
1.6 dCi n-tec 4WD	£27645	128	129	19
1.6 dCi n-tec 4WD	£29345	128	139	20
1.6 dCi Tekna 2WD	£29645	128	129	19
1.6 dCi Tekna 4WD	£31345	128	139	20
PATHFINDER 5dr 4x4 Tough, but no Discovery. Spacious but unrefined ★★★★★				
2.5 dCi 190 Acenta	£32945	188	224	31
2.5 dCi 190 Tekna	£36280	188	224	31
370Z 2dr coupé Great engine and poised handling. Lots of road noise ★★★★★				
3.7 V6 Nismo	£37575	345	248	46
3.7 V6	£27435	323	248	46
3.7 V6 GT	£32515	323	248	46
GT-R 2dr coupé A benchmark. Great drive, brutal power, sensational value ★★★★★				
3.8 V6 2014 MY	£78020	523	275	50
3.8 V6 Nismo	£125000	523	275	50
NOBLE	Price	Bhp	CO ₂ g/km	Insurance group
M600 2dr coupé A new era for the Brit maker. Outrageous pace and handling ★★★★★				
4.4 V8	£200000	650	-	-
PEUGEOT	Price	Bhp	CO ₂ g/km	Insurance group
ION 5dr hatch Good electric powertrain, comically expensive ★★★★★				
63	£26216	63	0	28
66 UK drive	£26216	63	0	28
ION 3dr hatch Sister car to the Aygo. And distant second to most city car rivals ★★★★★				
1.0 Access	£8345	68	95	6
1.0 Active	£9595	68	95	6
1.0 Active S	£10595	68	95	7
1.0 Active S-S	£9845	68	88	6
1.0 Active S-S Top	£10845	68	88	7
1.2 VTi Allure	£11095	81	99	11
1.2 VTi Allure Top	£12095	81	99	11
1.2 VTi Feline	£11945	81	99	11
108 5dr hatch Sister car to the Aygo. And distant second to most city car rivals ★★★★★				
1.0 Active	£9995	68	95	6
1.0 Active Top	£10995	68	95	7
1.0 Active S-S	£10245	68	88	6
1.0 Active S-S Top	£11245	68	88	7
1.2 VTi Allure	£11495	81	99	11
1.2 VTi Allure Top	£12495	81	99	11
1.2 VTi Feline	£12345	81	99	11
208 3dr hatch Big improvement for Peugeot, if not the supermini class ★★★★★				
1.0 VTi Access	£10195	67	99	5
1.0 VTi Access +	£11445	67	99	6
1.0 VTi Active	£12395	67	99	6
1.2 VTi Access +	£11945	81	104	8
1.2 VTi Active	£12895	81	104	8
1.2 VTi Allure	£14295	81	104	8
1.2 VTi Style	£13645	81	104	11
1.6 THP 156 XY	£18150	154	135	26
1.6 THP 200 GTi	£19100	179	139	30
1.4 HDi Access+	£13245	67	98	10
1.4 HDi Active	£14195	67	98	11
1.4 HDi Style	£14945	67	98	10
1.6 e-HDi 92 Style	£15595	91	95	17
1.6 e-HDi 92 Allure	£16245	91	95	17
1.6 e-HDi 92 XY	£17895	91	95	16
1.6 e-HDi 115 XY	£18545	113	99	20
208 5dr hatch Big improvement for Peugeot, if not the supermini class ★★★★★				
1.0 VTi Access	£10195	67	99	5
1.0 VTi Access +	£12045	67	99	6
1.0 VTi Active	£12995	67	99	6
1.2 VTi Active	£13495	81	104	8
1.2 VTi Access +	£12545	81	104	8
1.2 VTi Allure	£14695	81	104	8
1.2 VTi Style	£14245	81	104	11
1.6 VTi Allure auto	£16850	118	149	14
1.6 VTi Feline	£17245	118	129	14
1.4 HDi Access+	£13845	67	98	11
1.4 HDi Active	£14795	67	98	11
1.4 HDi Style	£15545	67	98	10
1.4 e-HDi Active EGC	£15495	67	87	11
1.6 e-HDi 92 Style	£16195	91	95	17
1.6 e-HDi 92 Allure	£16645	91	95	17
1.6 e-HDi 115 Feline	£18695	113	99	20
308 5dr hatch Thoughtfully developed and very well appointed but still no class leader ★★★★★				
1.2 PureTech 82 Access	£14995	81	117	9
1.2 PureTech 110 Active	£17945	108	105	13
1.2 PureTech 110 Allure	£19145	81	105	13
1.2 PureTech 110 Sportium	£17445	108	105	13
1.2 PureTech 130 Active	£18695	128	107	14
1.2 PureTech 130 Allure	£19895	128	110	15
1.2 PureTech 130 GT Line	£21445	128	110	15
1.6 THP 205 GT	£24095	202	130	20
1.6 HDi 92 Access	£16945	91	93	15
1.6 HDi 92 Active	£18645	91	93	15
1.6 Blue HDi 120 Active	£19845	118	82	22
1.6 Blue HDi 120 Allure	£21045	118	84	24
1.6 HDi 115 Active	£19445	113	95	18
1.6 HDi 115 Allure	£20645	113	100	18
1.6 HDi 115 GT Line	£22195	113	100	18
2.0 Blue HDi 150 Allure	£21945	148	105	25
2.0 Blue HDi 150 GT Line	£23495	148	105	26
2.0 Blue HDi 180 GT	£25945	178	103	26
308 SW 5dr estate Thoughtfully developed and very well appointed but still no class leader ★★★★★				
1.2 PureTech 110 Access	£17145	108	109	13
1.2 PureTech 110 Allure	£18845	108	109	13
1.2 PureTech 110 Allure	£20045	81	111	13
1.2 PureTech 130 Active	£19595	128	109	14
1.2 PureTech 130 Allure	£20795	128	115	15
1.6 Blue HDi 120 Active	£20745	118	85	20
1.6 Blue HDi 120 Allure	£21945	118	85	21
1.6 e-HDi 115 Access	£18345	113	98	18
1.6 e-HDi 115 Feline	£22845	113	109	19
1.6 HDi 115 Active	£20345	113	95	18
1.6 HDi 115 Allure	£21545	113	100	18
1.6 HDi 92 Access	£17845	91	99	15
1.6 HDi 92 Active	£19545	91	99	15
PORSCH	Price	Bhp	CO ₂ g/km	Insurance group
BOXSTER 2dr open Honed, toned and cosmetically enhanced. Scarily brilliant ★★★★★				
2.7	£39350	261	192	40
3.4 S	£47725	311	206	43
3.4 GT	£53669	326	211	44
CAYMAN 2dr coupé Roof seals the deal. A five-star car by any measure ★★★★★				
2.7	£40234	271	192	37
3.4 S	£49473	320	206	41
3.4 GT	£56087	335	211	43
911 2dr coupé The best just got better. Still more than worthy of its iconic status ★★★★★				
3.4 Carrera	£74199	345	212	46
3.4 Carrera 4	£79055	345	219	46
3.8 Carrera S	£84235	395	224	47
3.8 Carrera 4S	£89315	395	234	48
3.8 Turbo	£121513	514	227	48
3.8 Turbo S	£143035	552	227	48
3.8 GT3	£101685	468	289	48
911 CARRIOLLET 2dr open The best just got better. Still more than worthy of its iconic status ★★★★★				
3.4 Carrera	£82859	345	217	49
3.8 Carrera S	£93119	395	229	50
3.4 Carrera 4	£87715	345	224	49
3.4 Targa 4	£87067	345	223	49
3.8 Carrera 4S	£97975	395	236	50
3.8 Targa 4S	£97328	395	237	50
3.8 Turbo	£130138	513	231	50
3.8 Turbo S	£151772	552	231	50
918 SPYDER 2dr open Porsche's hybrid hypercar. A rare and hugely fast new five-star model ★★★★★				
4.6 V8	£657400	875	70	50
MACAN 5dr 4x4 Spookily good handling. A sports utility vehicle in the purest sense ★★★★★				
2.0	£40621	234	175	-
3.0 V6 S	£43990	336	212	40
3.6 V6 Turbo	£59990	395	216	44
3.0 V6 S Diesel	£43535	254	164	39
PANAMERA	Price	Bhp	CO ₂ g/km	Insurance group
5dr hatch Technically brilliant and with a great cabin. Souless ★★★★★				
3.0 V6 S	£83129	414	204	46
3.0 V6 4S	£86770	414	208	46
3.0 V6 S E-hybrid	£84456	410	71	50
3.6 V6 PDK	£64453	306	196	46
3.6 V6 4 PDK	£68144	306	203	47
4.8 V8 GTS PDK	£94306	424	249	50
4.8 Turbo PDK £108921 493 239 50				
4.8 V8 Turbo S PDK	£132067	562	239	50
3.0 V6	£65634	247	166	46
CAVAYNE 5dr 4x4 Classy interior and mostly good fun. Hybrid not entertaining ★★★★★				
3.0 V6 S E-Hybrid	£61529	410	79	49
3.6 V6	£50266	296	215	-
3.6 V6 S	£61133	414	229	48
3.6 V6 GTS	£73438	414	234	-
4.8 V8 Turbo	£93773	513	267	49
3.0 V6 Diesel	£50302	258	179	45
4.2 V8 Diesel £62164 380 209 50				
PROTON	Price	Bhp	CO ₂ g/km	Insurance group
SAVVY 5dr hatch Compromise in quality isn't worth the saving ★★★★★				
1.2 Style	£7995	75	134	8
SATRIA NEO 3dr hatch Best Proton ever, but still unjustifiable ★★★★★				
1.6 GSX	£8495	111	157	19
1.6 Sport	£9495	111	157	19
GEN-2 4dr saloon Hugely disappointing despite price ★★★★★				
1.6 Persona ecoLogic	£11195	110	157	16
GEN-2 5dr hatch Hugely disappointing despite price ★★★★★				
1.3 GLS	£9195	74	164	10
1.6 GSX ecoLogic	£11195	110	170	16
RADICAL	Price	Bhp	CO ₂ g/km	Insurance group
SR3 2dr coupé Spectacular on the track; not so good on the way home ★★★★★				
SL	£69850	245	-	-
RENAULT	Price	Bhp	CO ₂ g/km	Insurance group
TWIZY 2dr hatch Zany solution to personal mobility. Suitably irreverent and impractical ★★★★★				
EV 13KWh Urban	£6895	17	0	10
EV 13KWh Technic	£7595	17	0	11
ZOE 5dr hatch Far more practical zero emission solution. Attractive price ★★★★★				
Expr.	£18995	87	0	15
Dyn'que Zen	£20195	87	0	16
Dyn'que Intens	£20195	87	0	16
TWINGO 5dr hatch Rear-engined city car is cleverly packaged - but not the class leader ★★★★★				
0.9 Tce 90 Dyn'que Energy	£11695	89	99	8
1.0 SSc 70 Expr.	£9495	69	105	2
1.0 SSc 70 Play	£9995	69	105	3
1.0 SSc 70 Dyn'que S-S	£10995	69	95	3
CAPTUR 5dr hatch On message compact crossover. Better looking than most ★★★★★				
0.9 Tce Expr.+	£14195	89	115	9
0.9 Tce 90 Dyn'que Media Nav	£15195	89	115	9
0.9 Tce 90 Dyn'que S Media N	£16695	89	115	10
1.2 Tce 120 Dyn'que Media N	£17395	118	125	14
1.2 Tce 120 Dyn'que S Media N	£18895	118	125	15
1.5 dCi 90 Expr.+	£15595	89	95	11
1.5 dCi 90 Dyn'que Media Nav	£16595	89	95	12
1.5 dCi 90 Dyn'que S Media N	£18095	89	95	12
CLIO 5dr hatch Attractive, nice to drive and practical. Only the Fiesta does it better ★★★★★				
1.2 Tce 120 GT-Line EDC	£17395	118	120	14
1.6 Renaultsport 200 Lux	£19995	197	144	29
1.2 75 Expr.	£10995	75	127	7
1.2 75 Expr.+	£12495	75	127	8
1.2 75 Dyn'que Media Nav	£13495	75	127	8
0.9 Tce 90 Expr.+	£13495	89	104	9
0.9 Tce 90 Eco Expr.+	£13745	89	99	9
0.9 Tce 90 Dyn'que Media Nav	£14495	89	104	9
0.9 Tce Eco Dyn'que Media Nav	£14745	89	99	9
0.9 Tce 90 Dyn'que S Media Nav	£15495	89	105	10
1.6 Renaultsport 200	£18995	197	144	29
1.5 dCi 90 Expr.+	£14595	89	90	13
1.5 dCi 90 Eco Expr.+	£14845	89	83	13
1.5 dCi 90 Dyn'que Media Nav	£15595	89	90	13
1.5 dCi 90 Eco Dyn'que Media Nav	£15845	89	83	13
1.5 dCi 90 Dyn'que S Media Nav	£16595	89	90	13
MEGANE 5dr hatch Stylish and refined but bland. Nothing exceptional ★★★★★				
1.2 Tce 130 GT Line TomTom EDC	£21470	113	119	15
1.5 dCi 110 Knight Edition S-S	£18645	109	90	16
1.2 Tce 115 Expr.+ S-S	£17570	113	119	14
1.2 Tce 115 Dyn'que TomTom S-S	£18570	113	119	14
1.2 Tce 115 GT Line S-S	£20070	113	119	15
1.6 T10 Expr.+	£16750	109	159	14
1.6 T10 Knight Edition	£17150	109	159	17
1.6 T10 Dyn'que TomTom	£17750	109	159	15
1.5 dCi 110 Expr.+ S-S	£18245	109	90	16
1.5 dCi 110 Dyn'que TomTom S-S	£19245	109	90	17
1.5 dCi 110 GT Line TomTom S-S	£20745	109	90	18
1.6 dCi 130 Dyn'que TomTom S-S	£19745	128	104	20
1.6 dCi 130 GT Line TomTom S-S	£21245	128	104	20
MEGANE SPORT TOURER 5dr estate Stylish and refined but bland. Nothing exceptional ★★★★★				
1.2 Tce 115 Expr.+ S-S	£18570	113	119	14
1.2 Tce 130 GT Line TomTom EDC	£22470	113	119	15
1.5 dCi 110 Knight Edition S-S	£19645	109	90	16
1.6 T10 Knight Edition	£			

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.2 TSI 105 S	£15295	104	116	13
1.2 TSI 105 SE	£16155	104	118	14
1.4 TSI 122 SE DSG	£17965	120	134	17
1.6 TDI CR S Ecomotive	£17150	104	104	15
1.6 TDI CR SE Ecomotive	£18370	104	106	15
LEON 3dr hatch Sharp looks and handling. Inevitably back from the Golf's quality ★★★★★				
1.6 TDI 110 SE Ecomotive	£19625	108	87	14
1.2 TSI 110 S	£15815	108	114	13
1.2 TSI 110 SE	£16935	108	114	13
1.4 TSI 125 SE	£17535	123	120	16
1.4 TSI 140 FR	£19265	138	119	18
1.8 TSI 180 FR	£20740	178	137	25
2.0 TSI 265 Cupra	£25960	261	154	32
2.0 TSI 280 Cupra	£27210	276	154	33
1.6 TDI CR 105 S	£17515	104	99	13
1.6 TDI CR 105 SE	£18635	104	99	13
2.0 TDI CR 150 SE	£19985	148	106	19
2.0 TDI CR 150 FR	£21530	148	106	20
2.0 TDI CR 184 FR	£22520	181	109	26
LEON 5dr hatch Sharp looks and handling. Inevitably back from the Golf's quality ★★★★★				
1.6 TDI 110 SE Ecomotive	£19925	108	87	14
1.2 TSI 110 S	£16115	108	114	13
1.2 TSI 110 SE	£17235	108	114	13
1.4 TSI 125 SE	£17835	123	120	16
1.4 TSI 140 FR	£19565	138	119	18
1.8 TSI 180 FR	£21040	178	137	25
2.0 TDI CR 184 FR	£22820	181	109	26
2.0 TSI 280 Cupra	£27510	276	154	33
1.6 TDI CR 105 S	£17815	104	99	13
1.6 TDI CR 105 SE	£18935	104	99	13
2.0 TDI CR 150 SE	£20285	148	106	19
2.0 TDI CR 150 FR	£21830	148	106	20
LEON 5dr estate Sharp looks and handling. Inevitably back from the Golf's quality ★★★★★				
1.2 TSI 105 S	£16675	104	114	12
1.2 TSI 105 SE	£17795	104	114	13
1.4 TSI 140 FR	£20390	138	122	18
1.4 TSI 140 SE	£18845	138	122	17
1.6 TDI 110 SE Ecomotive	£20920	108	87	14
1.6 TDI 110 S	£18810	104	99	13
1.6 TDI CR 105 SE	£19930	104	99	13
1.8 TSI 180 FR	£22035	178	137	25
2.0 TDI CR 150 FR	£22825	148	106	20
2.0 TDI CR 150 SE	£21280	148	106	19
2.0 TDI CR 184 FR	£23815	181	112	26
ALTEA 5dr hatch Short on interior flexibility and visibility. Well-judged drive ★★★★★				
1.6 TDI 105 i-Tech Ecomotive	£19345	103	119	14
2.0 TDI 140 i-Tech	£20145	138	129	19
XL 1.6 TDI 105 i-Tech Ecomotive	£20065	103	119	14
XL 2.0 TDI 140 i-Tech	£20865	138	129	19
ALHAMBRA 5dr mpv Practical, refined and good value. Not exciting ★★★★★				
2.0 TDI 140 Ecomotive S	£25630	138	146	18
2.0 TDI 140 Ecomotive SE	£27510	138	146	18
2.0 TDI 140 Ecomotive i-Tech	£28530	138	146	18
2.0 TDI 140 Eco SE Lux	£30900	138	146	18
2.0 TDI 177 SE	£28750	138	158	22
2.0 TDI 177 SE Lux	£32420	138	158	22

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.2 TSI 105 Eleg.	£16380	104	125	13
1.2 TSI 105 GreenTech SE	£15880	104	118	13
1.2 TSI 105 GreenTech Eleg.	£16630	104	118	13
1.2 TSI 105 Sport	£15630	104	125	15
1.4 TSI 122 SE DSG	£17425	120	134	16
1.4 TSI 122 Eleg. DSG	£18175	120	134	16
1.4 TSI 122 GreenTech SE DSG	£17545	120	127	18
1.4 TSI 122 GreenTech Eleg.	£18295	120	127	18
1.6 TDI 105 S	£16430	103	114	16
1.6 TDI 105 SE	£17380	103	114	15
1.6 TDI 105 Eleg.	£18130	103	114	15
1.6 TDI 105 GreenTech SE	£17630	103	106	15
1.6 TDI 105 GreenTech Eleg.	£18380	103	106	15
RAPID 5dr estate Estate shape makes most sense of Rapid's skinny body ★★★★★				
1.6 TDI 105 Eleg.	£16640	104	125	14
1.2 TSI 105 Eleg.	£16890	104	118	14
1.2 TSI 105 GreenTech Eleg.	£16430	104	118	15
1.2 TSI 105 SE	£16180	104	125	14
1.2 TSI 86 GreenTech S	£14590	84	114	12
1.2 TSI 86 GreenTech SE	£15730	84	114	12
1.2 TSI 86 S	£14340	84	119	11
1.2 TSI 86 SE	£15480	84	119	12
1.4 TSI 122 Eleg. DSG	£18445	120	134	18
1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18
1.4 TSI 122 G-Tech Eleg. DS	£18565	120	127	18
1.4 TSI 122 SE DSG	£17985	120	134	17
1.6 TDI 105 Eleg.	£18390	103	114	16
1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16
1.6 TDI 105 GreenTech SE	£18180	103	106	16
1.6 TDI 105 S	£16790	103	114	15
1.6 TDI 105 SE	£17930	103	114	16
1.6 TDI 90 GreenLine	£17195	89	99	14
1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14
1.6 TDI 90 GreenTech SE	£17530	89	106	14
1.6 TDI 90 S	£16140	89	114	13
1.6 TDI 90 SE	£17280	89	114	14
1.6 TDI 90 Eleg.	£17740	89	114	14
OCTAVIA 5dr hatch Extended wheelbase makes the Octavia an even more practical choice ★★★★★				
1.6 TDI 105 SE Business	£19775	104	99	14
1.2 TSI 105 S	£16525	104	114	13
1.2 TSI 105 SE	£17875	104	114	13
1.4 TSI 140 SE	£19075	138	121	18
1.4 TSI 140 Eleg.	£20775	138	121	19
1.8 TSI 180 Laurin & Klement	£26915	178	141	25
2.0 TSI 220 vRS	£24100	217	142	29
1.6 TDI 105 S	£18575	104	99	13
1.6 TDI 105 SE	£19925	104	99	13
1.6 TDI 105 Eleg.	£21625	104	99	14
1.6 TDI 110 Greenline	£20515	108	85	15
1.6 TDI 110 SE Business Greenl	£20365	108	85	19
2.0 TDI 150 SE	£20825	148	106	19
2.0 TDI 150 SE Business	£20675	148	106	20
2.0 TDI 150 Eleg.	£22525	148	106	20
2.0 TDI 150 Laurin & Klement	£26755	148	106	22
2.0 TDI 184 vRS	£24365	181	119	26
OCTAVIA 5dr estate Extended wheelbase makes the Octavia an even more practical choice ★★★★★				
1.6 TDI 105 Eleg. 4x4	£23880	104	119	14
1.6 TDI 105 SE 4x4	£22180	104	119	13
1.6 TDI 105 SE Business	£20580	104	99	13
1.6 TDI 110 Greenline	£21320	108	85	15
1.6 TDI 110 SE Business G'line	£21170	108	85	19
2.0 TDI 150 Eleg. 4x4	£24780	148	124	20
2.0 TDI 150 SE 4x4	£23080	148	124	19
2.0 TDI 150 SE Business	£21480	148	110	19
1.2 TSI 105 S	£17330	104	117	13
1.2 TSI 105 SE	£18680	104	117	13
1.4 TSI 140 SE	£19880	138	121	18
1.4 TSI 140 Eleg.	£21580	138	121	19
1.8 TSI 180 Laurin & Klement	£27720	178	141	25
2.0 TSI 220 vRS	£24905	217	142	29
1.6 TDI 105 S	£19380	104	99	13
1.6 TDI 105 SE	£20730	104	99	13
1.6 TDI 105 Eleg.	£22430	104	99	14
2.0 TDI 150 SE	£21630	148	110	19
2.0 TDI 150 SE Scout 4x4	£25530	148	129	-
2.0 TDI 150 Eleg.	£23330	148	110	20
2.0 TDI 150 Laurin & Klement	£27560	148	110	22
2.0 TDI 150 Laurin Klement 4x4	£29010	148	124	21
2.0 TDI 184 Scout 4x4	£28205	181	134	-
2.0 TDI 184 vRS	£25170	181	119	26
SUPERB 5dr hatch Enormous and brilliant. A cut-price E-class for the masses ★★★★★				
1.6 TDI 105 SE Business Greenl.	£20625	103	109	17
2.0 TDI 140 Eleg.	£24840	138	119	23
2.0 TDI 140 SE Business	£21090	138	119	22
2.0 TDI 170 Eleg. 4x4	£28670	168	147	25
2.0 TDI 170 Laurin & Klement 4	£30660	168	147	25
2.0 TDI 170 SE 4x4	£25960	168	147	24
1.4 TSI 125 S	£18690	123	138	19
1.8 TSI 160 SE	£21730	158	158	25
1.8 TSI 160 Eleg. DSG	£25750	158	162	26
3.6 V6 FSI Eleg. 4WD	£30655	256	215	34
3.6 V6 FSI Laurin & Klement	£32645	256	215	34
1.6 TDI 105 S Greenline	£20200	103	109	17
1.6 TDI 105 SE Greenline	£21665	103	109	17
1.6 TDI 105 Eleg. Greenline	£23990	103	109	17
1.6 TDI 105 S	£19890	103	117	17
2.0 TDI 140 S	£20490	138	119	22
2.0 TDI 140 SE	£22130	138	119	23
2.0 TDI 140 Eleg. 4WD	£26430	138	137	22
2.0 TDI 140 Laurin & Klement	£26830	138	119	24
2.0 TDI 140 Laurin Klement 4WD	£28420	138	137	23
2.0 TDI 170 SE	£23060	168	120	25
2.0 TDI 170 Eleg.	£25770	168	120	26
2.0 TDI 170 Laurin & Klement	£27760	168	120	26
SUPERB 5dr estate Enormous and brilliant. A cut-price E-class for the masses ★★★★★				
1.4 TSI S	£19815	123	142	19
1.6 TDI 105 S	£21015	103	119	17
1.6 TDI 105 S Greenline	£21325	103	113	17
1.6 TDI 105 SE Business Greenl.	£21905	103	113	17
1.6 TDI 105 SE Greenline	£22945	103	113	17
1.8 TSI 160 Eleg. DSG	£27300	158	164	26
1.8 TSI 160 SE	£23010	158	160	25
2.0 TDI 140 Eleg.	£26120	138	119	23
2.0 TDI 140 Eleg. 4x4	£27710	138	139	22
2.0 TDI 140 Laurin & Klement	£28760	138	119	24
2.0 TDI 140 Laurin Klement 4x4	£30350	138	139	23
2.0 TDI 140 Outdoor 4x4	£27000	138	139	23
2.0 TDI 140 Outdoor Plus 4x4	£28000	138	139	23

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TDI 140 S	£21615	138	119	22
2.0 TDI 140 SE	£23410	138	119	23
2.0 TDI 140 SE Business	£22370	138	119	22
2.0 TDI 170 Eleg.	£27050	168	122	26
2.0 TDI 170 Eleg. 4x4	£29950	168	149	25
2.0 TDI 170 Laurin & Klement	£29690	168	122	26
2.0 TDI 170 Laurin&Klement 4x4	£32590	168	149	25
2.0 TDI 170 Outdoor 4x4	£29240	168	149	25
2.0 TDI 170 Outdoor Plus 4x4	£30240	168	149	25
2.0 TDI 170 SE	£24340	168	122	25
2.0 TDI 170 SE 4x4	£27240	168	149	24
3.6 V6 FSI Eleg. 4WD	£31935	256	217	34
3.6 V6 FSI Laurin & Klement	£34575	256	217	34
1.6 TDI 105 Eleg. Greenline	£25375	103	113	17
ROOMSTER 5dr mpv Quirky looks, talented package, awkward image ★★★★★				
1.2 S	£12105	69	143	5
1.2 SE	£13575	69	143	6

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 D-4D Invincible 4WD	£27700	124	137	26
2.0 D-4D Icon 4WD	£26800	148	149	29
2.2 D-4D Invincible 4WD	£28500	148	149	29
AVENSIS 4dr saloon Nothing worth, but not exceptional. Good spec	★★★★★			
1.8 V-matic Active	£17700	145	152	17
1.8 V-matic Icon	£20300	145	152	18
1.8 V-matic Icon+	£23250	145	152	18
2.0 D-4D Active	£18695	124	119	22
2.0 D-4D Icon	£21295	124	119	22
2.0 D-4D Icon+	£24245	124	119	23
2.0 D-4D Excel	£24495	124	119	23
2.2 D-4D 150 Icon	£23450	148	143	25
2.2 D-4D 150 Icon+	£25250	148	143	25
2.2 D-4D 150 Excel	£25500	148	145	26
2.2 D-CAT 150 Icon	£23400	148	165	25
2.2 D-CAT 150 Icon+	£26350	148	165	25
2.2 D-CAT 150 Excel	£26595	148	167	26
AVENSIS TOURER 5dr estate Nothing worth, but not exceptional. Good spec	★★★★★			
1.8 V-matic Active	£18750	145	153	17
1.8 V-matic Icon	£21350	145	153	18
1.8 V-matic Icon+	£24300	145	153	18
2.0 D-4D Active	£19745	124	120	22
2.0 D-4D Icon	£22345	124	120	22
2.0 D-4D Icon+	£25295	124	120	23
2.0 D-4D Excel	£26145	124	119	23
2.2 D-4D 150 Icon	£24500	148	147	25
2.2 D-4D 150 Icon+	£26300	148	147	25
2.2 D-4D 150 Excel	£27150	148	149	26
2.2 D-CAT 150 Icon	£24445	148	170	25
2.2 D-CAT 150 Icon+	£27405	148	170	25
2.2 D-CAT 150 Excel	£28245	148	173	26
VERSO 5dr mpv Ride is firm and boot space limited with all seats in use	★★★★★			
1.6 V-matic Active Sst	£17770	130	154	13
1.6 V-matic Active Tst	£18300	130	154	13
1.8 V-matic Icon Tst	£20300	130	154	14
1.8 V-matic Icon M'Drive Tst	£21800	145	159	15
1.8 V-matic Icon M'Drive Tst	£21800	145	159	15
1.6 D-4D Active	£19990	122	119	13
1.6 D-4D Icon	£21995	122	119	14
LAND CRUISER V8 5dr 4x4 A dinosaur, but likeable. Pricy to buy and run	★★★★★			
4.5 D-4D	£65715	286	250	48
LAND CRUISER 3dr 4x4 A real go-anywhere vehicle. Spongy on road	★★★★★			
4.0 D-4D 188 LC3	£32765	185	214	31
LAND CRUISER 5dr 4x4 A real go-anywhere vehicle. Spongy on road	★★★★★			
3.0 D-4D 190 LC3	£37015	187	213	31
3.0 D-4D 190 LC4	£47465	187	213	34
3.0 D-4D 190 LC5	£52915	187	213	38
GTR6 2dr coupé A tail-wet tribute to all our favourite things. Splendid	★★★★★			
2.0 Primo	£22995	197	180	33
2.0 GTR6	£24995	197	180	33
2.0 Aero	£27495	197	192	33
2.0 Giallo	£27495	197	180	34
2.0 GTR6 auto	£25995	197	164	33
VAUXHALL				
AGILA 5dr hatch Spacious, agile city car. Good, but too expensive and unfined	★★★★★			
1.2i 16v VVT S AC auto	£13045	95	131	9
1.2i 16v VVT S auto	£12535	95	93	9
1.2i 16v VVT SE AC auto	£13560	95	131	10
1.0i 12v ecoFLEX Expr.	£8695	64	109	5
1.0i 12v ecoFLEX S	£10635	64	109	6
1.0i 12v ecoFLEX S AC	£11415	64	109	6
1.2i 16v VVT ecoFLEX S	£11305	95	118	9
1.2i 16v VVT ecoFLEX S AC	£11815	95	118	9
1.2i 16v VVT ecoFLEX SE AC	£12325	95	118	10
ADAM 3dr hatch Certainly looks the part, but there are better superminis ahead of it	★★★★★			
1.0 S-5 Jam	£13455	113	114	3
1.0 S-5 Glam	£14850	113	114	3
1.0 S-5 Slam	£15350	113	114	3
1.0 S-5 Rocks Air	£16695	113	119	3
1.2 Jam	£11455	69	124	3
1.2 Jam S-5	£11750	69	118	3
1.2 Glam	£12850	69	124	3
1.2 Glam S-5	£13145	69	118	3
1.2 Slam	£13350	69	124	3
1.2 Slam S-5	£13645	69	118	3
1.4 T Jam	£13845	69	129	6
1.4 T Glam	£13175	69	129	6
1.4 T Slam	£13675	69	129	6
1.4 T Jam S-5	£12305	99	129	9
1.4 T Jam S-5	£12600	99	119	9
1.4 T Jam S-5	£13700	99	129	9
1.4 T Jam S-5	£13995	99	119	9
1.4 T Jam S-5	£14200	99	129	9
1.4 T Jam S-5	£14495	99	119	9
CORSA 3dr hatch Very refined, stylish and practical. Engines not so good	★★★★★			
1.0i 90 S-5 Design	£12730	89	102	9
1.0i 90 S-5 SRI	£13425	89	102	9
1.0i 90 S-5 SE	£14070	89	102	9
1.0i 115 S-5 Sting	£10825	113	102	12
1.0i 115 S-5 Sting R	£10995	113	102	12
1.0i 115 S-5 SRI Vx-Line	£14460	113	102	12
1.2i 70 Life	£10900	69	126	12
1.2i 70 Sting	£8995	69	126	12
1.2i 70 Design	£10900	69	126	12
1.2i 70 SRI	£11595	69	126	12
1.2i 70 SRI Vx-Line	£12630	69	126	12
1.2i 70 Life	£12240	69	126	12
1.4i 90 Life	£11245	89	121	6
1.4i 90 Sting	£9340	89	121	6
1.4i 90 Life	£11245	89	121	6
1.4i 90 Easytronic Design	£11900	89	119	6
1.4i 90 SRI	£11940	89	121	6
1.4i 90 SRI Vx-Line	£12975	89	121	6
1.4i 90 SE	£12585	89	121	6
1.4i 90 Turbo SRI	£12595	89	119	10
1.4i 100 Turbo SRI Vx-Line	£13630	89	119	10
1.4i 100 Turbo SE	£13240	89	119	10
1.3 CDTi 75 S-5 Life	£13150	74	102	6
1.3 CDTi 75 S-5 Design	£13150	74	102	6
1.3 CDTi 75 S-5 SRI	£13845	74	102	6
1.3 CDTi 75 S-5 SRI Vx-Line	£14880	74	102	6
1.3 CDTi 75 S-5 SE	£14490	74	102	6
1.3 CDTi 95 S-5 SRI	£14345	94	85	9
1.3 CDTi 95 S-5 SRI Vx-Line	£15380	94	85	9
1.3 CDTi 95 S-5 SE	£14990	94	85	9
CORSA 5dr hatch Very refined, stylish and practical. Engines not so good	★★★★★			
1.0i 90 S-5 Design	£13330	89	102	9
1.0i 90 S-5 SRI	£14025	89	102	9
1.0i 90 S-5 SE	£14670	89	102	9
1.0i 115 S-5 SRI	£11425	113	102	12
1.0i 115 S-5 SRI Vx-Line	£15060	113	102	12
1.2i 70 Life	£11500	69	126	12
1.2i 70 Sting	£9595	69	126	12
1.2i 70 Design	£11500	69	126	12
1.2i 70 SRI	£12195	69	126	12
1.2i 70 SRI Vx-Line	£13230	69	126	12
1.2i 70 SE	£12840	69	126	12
1.4i 90 Life	£11845	89	121	6
1.4i 90 Sting	£9940	89	121	6
1.4i 90 Design	£11845	89	121	6
1.4i 90 Easytronic Design	£12500	89	119	6
1.4i 90 SRI	£12540	89	121	6
1.4i 90 SRI Vx-Line	£13575	89	121	6
1.4i 90 SE	£13185	89	121	6
1.4i 100 Turbo SRI	£13195	89	119	10
1.4i 100 Turbo SRI Vx-Line	£14230	89	119	10
1.4i 100 Turbo SE	£13840	89	119	10
1.3 CDTi 75 S-5 Life	£13750	74	102	6
1.3 CDTi 75 S-5 Design	£13750	74	102	6
1.3 CDTi 75 S-5 SRI	£14445	74	102	6
1.3 CDTi 75 S-5 SRI Vx-Line	£15480	74	102	6
1.3 CDTi 75 S-5 SE	£15090	74	102	6
1.3 CDTi 95 S-5 SRI	£14945	94	87	9
1.3 CDTi 95 S-5 SRI Vx-Line	£15980	94	87	9
1.3 CDTi 95 S-5 SE	£15590	94	87	9
ASTRA 5dr hatch Good handling, nice engines but over-geared. Focus is better	★★★★★			
1.3 CDTi 95 ecoFLEX Design	£16835	94	104	9
1.4i VVT 100 Design	£15250	99	129	9
1.4i VVT 100 Excite	£17790	99	129	9
1.4i VVT 100 Tech Line	£16640	99	129	9
1.6 CDTi 110 ecoFLEX Design S-	£17735	108	97	9
1.6 CDTi 110 ecoFLEX Elite S-	£23175	108	97	9
1.6 CDTi 110 ecoFLEX Tech Ln S-	£21740	108	97	9
1.6 CDTi 110 e FLEX Tech Ln S-	£18910	108	97	9
1.6 CDTi 136 ecoFLEX Elite S-	£23770	134	104	9
1.6 CDTi 136 ecoFLEX SRI S-	£23770	134	104	9
1.6 CDTi 136 e FLEX Design S-	£18330	134	104	9
1.6 CDTi 136 e FLEX Tech Ln S-	£19505	134	104	9
1.6 CDTi 110e FLEX Tec LnGT S-	£19770	108	97	9
1.6 CDTi 136e FLEX Tec LnGT S-	£20365	134	104	9
1.6i VVT 115 Design	£16060	114	147	12
1.6i VVT 115 Excite	£18600	114	147	12
1.6i VVT 115 Tech Line	£17575	114	147	12
1.6i VVT Tech Line	£17450	114	147	12
1.7 CDTi 110 Excite	£19845	109	109	14
1.7 CDTi 160 e FLEX Tech Ln S-	£19995	158	119	20
2.0 CDTi 165 Tech Line GT S-	£20855	158	119	21
1.4i VVT 87 Expr.	£12995	86	129	9
1.4i VVT 100 SRI	£18735	99	129	9
1.4i SRI	£20205	138	138	17
1.6i VVT Elite	£12240	114	147	12
1.6i VVT SRI	£12450	114	147	12
1.6i SRI	£20810	117	159	24
2.0 CDTi 165 ecoFLEX Elite S-	£22460	158	119	21
2.0 CDTi 165 ecoFLEX SRI S-	£22825	158	119	21
2.0 CDTi 195 Biturbo S-	£24205	192	134	21
ASTRA 5dr estate More composed than the hatch. A very decent small estate	★★★★★			
1.3 CDTi 95 ecoFLEX Design S-	£18200	94	109	9
1.3 CDTi 95 ecoFLEX Tech LnS-	£19380	94	109	9
1.4i VVT 100 Design	£16400	99	137	9
1.4i VVT 100 Tech Line	£17790	99	137	9
1.6 CDTi 110 ecoFLEX Elite S-	£24190	108	97	14
1.6 CDTi 110 e FLEX Design S-	£18755	108	97	14
1.6 CDTi 110 e FLEX SRI S-	£22755	108	97	14
1.6 CDTi 110 e FLEX Tech Ln S-	£19930	108	97	14
1.6 CDTi 136 ecoFLEX Elite S-	£24785	134	104	14
1.6 CDTi 136 e FLEX Design S-	£19350	134	104	14
1.6 CDTi 136 e FLEX SRI S-	£23350	134	104	14
1.6 CDTi 136 e FLEX Tech Ln S-	£20525	134	104	14
1.6i VVT 115 Design	£17080	114	149	12
1.6i VVT 115 Elite	£22260	114	149	12
1.6i VVT Tech Line	£18470	114	149	12
2.0 CDTi 165 Elite S-	£25275	162	124	20
2.0 CDTi 165 Tech Line auto	£22040	162	154	20
2.0 CDTi 165 Tech Line S-	£21015	162	124	20
1.6i VVT SRI	£20565	114	149	12
2.0 CDTi 165 SRI S-	£23840	162	124	21
2.0 CDTi 165 SRI auto	£24870	162	154	21
2.0 CDTi 195 Biturbo S-	£25220	192	134	21
ASTRA GTC 3dr coupé Good looking three-door hatch with the dynamics to match	★★★★★			
1.4i 16v 140 Sport auto	£21270	118	159	16
1.4i 16v 140 SRI auto	£22495	118	159	16
1.6i 200 Sport S-	£21295	202	168	25
1.6i 200 SRI S-	£22520	202	168	25
1.7 CDTi 110 eFLEX 109g SRI	£23075	109	109	14
1.7 CDTi 130 eFLEX SRI 109g S-	£23675	129	109	17
1.7 CDTi 130 eFLEX Sp. 109g S-	£24445	129	109	17
2.0 CDTi 165 Sport auto	£23480	163	149	20
2.0 CDTi 165 SRI auto	£24705	163	149	20
1.4i 16v 140 Sport S-	£19055	118	139	13
1.4i 16v 140 Sport S-	£19945	138	139	16
1.4i 16v 120 SRI S-	£20770	118	139	14
1.4i 16v 140 SRI S-	£21170	138	139	16
2.0i 280 VXR	£27315	276	189	35
1.7 CDTi 110 ecoFLEX Sport S-	£20850	109	114	14
1.7 CDTi 110 eFLEX Sp. 109g S-	£21845	109	109	14
1.7 CDTi 110 ecoFLEX SRI S-	£22080	109	114	14
1.7 CDTi 130 ecoFLEX Sport S-	£21450	129	114	16
1.7 CDTi 130 ecoFLEX SRI S-	£22680	129	114	16
2.0 CDTi 165 Sp. 165	£22000	163	127	20
2.0 CDTi 165 SRI 165	£23225	163	127	20
2.0 CDTi 195 Biturbo S-	£25220	192	129	21
CASCADA 2dr open Comfortable and credible alternative to the usual roadsters	★★★★★			
1.6i 200 200 Elite	£28350	202	168	24
1.6i 200 SE	£26250	202	168	24
1.4i 140 SE S-	£24030	138	148	20
1.4i 140 SE S-	£26715	138	148	21
1.6i SIDI 170 Elite Au	£27130	168	168	24
1.6i SIDI 170 Elite Au	£29230	168	168	24
2.0 CDTi 165 SE S-	£26115	163	138	23

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TDI 140 BMT Match 2WD	£25150	138	138	18
2.0 TDI 140 BMT Match 4WD	£26920	138	150	19
2.0 TDI 177 BMT Match 4WD	£27925	175	151	23
2.0 TSI 180 Match 4WD	£26485	178	198	24
1.4 TSI 160 Blue Tech S	£21960	158	156	18
1.4 TSI 160 S 4WD	£23650	158	178	18
2.0 TSI 210 R-Line 4WD	£29180	208	199	22
2.0 TSI 210 R-Line 4WD	£22605	109	138	14
2.0 TDI 140 BMT S 2WD	£23155	138	138	17
2.0 TDI 140 BMT S 4WD	£24925	138	150	17
2.0 TDI 140 BMT Escape 4WD	£27610	138	150	18
2.0 TDI 140 BMT R-Line 4WD	£28750	138	150	18
2.0 TDI 177 BMT R-Line 4WD	£29755	175	151	23
TOUAREG 5dr 4x4 Good value, and a great blend of comfort and deftness	★★★★★			
2.0 TDI 204 SE	£43415	204	173	39
3.0 V6 TDI 204 R-Line	£46415	204	173	40
3.0 V6 TDI 262 SE	£45215	258	174	42
3.0 V6 TDI 262 R-Line	£48215	258	174	42
3.0 V6 TDI 262 Escape	£45415	258	180	42
CARAVELLE 5dr mpv Rugged workhorse to carry people	★★★★★			
2.0 TDI 140 SE SWB	£35658	138	189	26
2.0 TDI 140 SE 4Mot. SWB	£38484	138	206	26
2.0 TDI 140 SE LWB	£37818	138	189	26
2.0 TDI 140 Exec SWB	£38478	138	189	26
2.0 TDI 140 Exec 4Mot. SWB	£41304	138	206	26
2.0 BITDI 180 SE SWB	£37698	177	192	31
2.0 BITDI 180 SE LWB	£40524	177	208	32
2.0 BITDI 180 Exec SWB	£39858	177	192	31
2.0 BITDI 180 Exec DSG	£42414	177	199	31
2.0 BITDI 180 Business SWB DSG	£67944	177	214	31
2.0 BITDI 180 Bus. 4Mot. SWB DSG	£70845	177	232	31
2.0 BITDI 180 Ex. 4M SWB	£43344	177	208	32
VOLVO				
V40 5dr hatch New hatchback adds Swedish flavour to stock Ford platform	★★★★★			
1.6 T2 120 ES	£18995	118	124	19
1.6 T2 120 ES Nav	£20195	118	124	19
1.6 T2 120 SE	£20520	118	124	19
1.6 T2 120 SE Nav	£21720	118	124	19
1.6 T2 120 SE Lux Nav	£23720	118	124	20
1.6 T2 120 R-Design	£21295	118	124	19
1.6 T2 120 R-Design Nav	£22495	118	124	19
1.6 T2 120 R-Design Lux Nav	£24170	118	124	21
1.6 T3 150 ES	£20945	148	124	20
1.6 T3 150 ES Nav	£22145	148	124	21
1.6 T3 150 SE	£22470	148	124	21
1.6 T3 150 SE Nav	£23670	148	124	21
1.6 T3 150 R-Design	£25670	148	124	22
1.6 T3 150 R-Design Nav	£23245	148	124	20
1.6 T3 150 R-Design Lux Nav	£24445	148	124	21
1.6 T3 150 R-Design Lux Nav	£26120	148	124	22
1.6 T4 180 SE Lux Nav	£27170	177	129	26
1.6 T4 180 R-Design Lux Nav	£27620	177	129	26
1.6 T4 180 C-Country Lux Nav	£28170	177	129	24
2.5 T5 254 R-Design Lux Nav	£31900	251	189	35
2.5 T5 254 C-Ctry Lux Nav AWD	£34140	251	194	30
1.6 D2 115 ES	£20795	113	88	17
1.6 D2 115 ES Nav	£21995	113	88	17
1.6 D2 115 SE	£22320	113	88	17
1.6 D2 115 SE Nav	£23520	113	88	17
1.6 D2 115 SE Lux	£24320	113	88	18
1.6 D2 115 SE Lux Nav	£25520	113	88	18
1.6 D2 115 R-Design	£23095	113	88	17
1.6 D2 115 R-Design Nav	£24295	113	88	17
1.6 D2 115 R-Design Lux Nav	£24770	113	88	18
1.6 D2 115 C-Country SE	£25970	113	88	18
1.6 D2 115 C-Country SE	£23320	113	99	16
1.6 D2 115 C-Country SE Nav	£24520	113	99	16
1.6 D2 115 C-Country Lux	£25320	113	99	17
1.6 D2 115 C-Country Lux Nav	£26520	113	99	17
2.0 D3 150 SE	£23570	148	114	22
2.0 D3 150 SE Nav	£24770	148	114	22
2.0 D3 150 SE Lux Nav	£26770	148	114	23
2.0 D3 150 R-Design	£24345	148	114	21
2.0 D3 150 R-Design Nav	£25545	148	114	22
2.0 D3 150 R-Design Lux Nav	£27220	148	114	23
2.0 D3 150 C-Country SE	£24570	148	117	21
2.0 D3 150 C-Country SE Nav	£25770	148	117	21
2.0 D3 150 C-Country Lux Nav	£27770	148	117	22
2.0 D4 190 SE	£24570	187	99	26
2.0 D4 190 SE Nav	£25770	187	99	26
2.0 D4 190 SE Lux Nav	£27770	187	99	27
2.0 D4 190 R-Design	£25345	187	99	25
2.0 D4 190 R-Design Nav	£26545	187	99	25
2.0 D4 190 R-Design Lux Nav	£28220	187	99	26
2.0 D4 190 C-Country SE Nav	£26770	187	112	24
2.0 D4 190 C-Country Lux Nav	£28770	187	112	24
S60 4dr saloon T6 is rapid, all-weather sports car, if a niche choice	★★★★★			
1.6 D2 R-Design Lux Nav S-S	£31745	113	103	20
1.6 D2 R-Design Lux S-S	£30545	113	103	20
1.6 D2 R-Design Nav S-S	£29245	113	103	19
1.6 D2 R-Design S-S	£28045	113	103	18
1.6 D2 SE Lux Nav S-S	£30045	113	103	19
1.6 D2 SE Lux S-S	£28845	113	103	19
1.6 D2 SE Nav S-S	£27745	113	103	18
1.6 D2 SE S-S	£26545	113	103	18
1.6 D2 R-Design Nav S-S	£28375	148	135	23
1.6 D2 R-Design S-S	£26875	148	135	23
2.0 D3 R-Design Lux Nav S-S	£32395	134	114	25
2.0 D3 R-Design Lux S-S	£31195	134	114	25
2.0 D3 R-Design Nav S-S	£29895	134	114	24
2.0 D3 SE Lux Nav S-S	£30695	134	114	24
2.0 D3 SE Nav S-S	£28395	134	114	23
2.0 D4 R-Design Lux Nav S-S	£33645	178	99	29
2.0 D4 R-Design Lux S-S	£32445	178	99	28
2.0 D4 R-Design Nav S-S	£31145	178	99	28
2.0 D4 SE Lux Nav S-S	£32945	178	99	28
2.0 D4 SE Nav S-S	£30845	178	99	28
2.0 D4 SE S-S	£29645	178	99	27
2.0 D5 R-Design Lux Nav S-S	£36695	212	120	31
2.0 D5 R-Design Lux S-S	£34095	212	120	29
2.0 D5 R-Design Nav S-S	£32895	212	120	29
1.6 T3 Business Edition S-S	£22005	148	139	21
1.6 T3 SE S-S	£27005	148	139	22
1.6 T3 R-Design S-S	£28505	148	139	23
3.0 T6 Polestar	£49755	346	237	38
1.6 D2 Business Edition S-S	£22745	113	108	17
2.0 D3 Business Edition S-S	£23395	134	119	22
2.0 D3 SE S-S	£28395	134	119	23
2.0 D3 SE Lux S-S	£30795	134	119	24
2.0 D3 R-Design S-S	£29895	134	119	24
2.0 D4 Business Edition S-S	£24645	178	99	26
2.4 D6 AWD Plug-in Hybrid	£49975	275	48	-
2.4 D6 AWD Plug-in H R-Design LN	£51675	275	48	-
V70 5dr estate Spacious, but suffers from vague steering and old engines	★★★★★			
1.6 D2 SE Lux S-S auto	£33220	113	111	21
1.6 D2 SE Nav S-S auto	£31620	113	111	19
2.0 D3 SE Nav S-S	£31620	161	119	25
2.0 D4 SE Lux S-S	£34720	178	113	30
2.0 D4 SE Nav S-S	£33120	178	113	29
2.4 D5 SE Nav S-S	£34570	212	126	30
1.6 D2 Business Edition S-S auto	£25695	113	111	18
2.0 D3 Business Edition S-S	£25695	161	119	24
2.0 D3 SE Lux S-S	£33220	161	119	26
2.0 D4 Business Edition S-S	£27195	178	113	28
2.0 D5 Business Edition S-S	£28645	161	126	29
2.4 D5 SE Lux S-S	£36170	212	126	32
S80 4dr saloon Refined, high-quality exec saloon. Poor ride and residuals	★★★★★			
1.6 D2 SE Lux S-S auto	£32220	113	109	21
1.6 D2 SE Nav S-S auto	£30720	113	109	20
2.0 D4 SE Lux S-S	£33720	178	104	29
2.0 D4 SE Nav S-S	£32220	178	104	28
2.4 D5 SE Lux S-S	£36835	212	120	31
XC60 5dr 4x4 Lovely, usable and attractive interior. A worthy Freeland rival	★★★★★			
3.0 T6 R-Design Lux Nav AWD	£43720	300	249	37
2.0 D4 SE S-S	£31260	178	117	28
2.0 D4 SE Nav S-S	£32460	178	117	28
2.0 D4 SE Lux S-S	£33960	178	117	29
2.0 D4 SE Lux Nav S-S	£35160	178	117	29
2.0 D4 R-Design S-S	£32535	178	117	28
2.0 D4 R-Design S-S	£33735	178	117	28
2.0 D4 R-Design Lux S-S	£35160	178	117	29
2.0 D4 R-Design Lux Nav S-S	£36305	178	117	30
2.4 D4 SE AWD S-S	£32790	178	139	28
2.4 D4 SE Nav AWD S-S	£33990	178	139	30
2.4 D4 SE Lux AWD S-S	£35490	178	139	30
2.4 D4 SE Lux Nav AWD S-S	£36690	178	139	30
2.4 D4 R-Design AWD S-S	£34065	178	139	29
2.4 D4 R-Design AWD S-S	£35265	178	139	29
2.4 D4 R-Design Lux AWD S-S	£36690	178	139	30
2.4 D4 R-Design Lux Nav AWD S-S	£37890	178	139	30
2.4 D5 SE Nav AWD S-S	£35890	178	139	30
2.4 D5 SE Lux Nav AWD S-S	£38590	178	139	31
2.4 D5 R-Design AWD S-S	£37165	178	139	30
2.4 D5 R-Design Lux Nav AWD S-S	£39790	178	139	31
XC70 5dr estate Dull and unexceptional, but built to last	★★★★★			
2.0 D4 SE Nav S-S	£34410	178	117	28
2.4 D4 SE Lux AWD S-S	£38290	161	139	30
2.4 D5 SE Nav AWD S-S	£37590	212	139	30
3.0 T6 SE Lux 4WD	£43180	300	248	37
2.4 D4 SE Nav	£36340	161	139	30
2.4 D5 SE Lux 4WD S-S	£39540	212	139	31
XC90 5dr 4x4 Volvo takes the fight to Land Rover - with seriously impressive results	★★★★★			
2.0 T6 320 Momentum	£49200	316	179	-
2.0 T6 320 R-Design	£52840	316	179	-
2.0 T6 320 Inscription	£53740	316	179	-
2.0 T8 Hybrid Momentum	£59955	395	59	-
2.0 T8 Hybrid R-Design	£62855	395	59	-
2.0 T8 Hybrid Inscription	£63705	395	59	-
2.0 D5 225 Momentum	£45750	222	149	-
2.0 D5 225 R-Design	£49285	222	152	-
2.0 D5 225 Inscription	£50185	222	152	-

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ROAD TEST RESULTS

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance; we also drive on a wide range of roads. We aim to produce the most complete, objective verdict in the business, so you can be sure how good a car is. Where we have tested more than one model in a range, the rating is for the range overall; where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

30-70mph Indicates overtaking ability through the gears
50-70mph Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility

Fuel economy Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard
Braking 60-0mph Recorded on a high-grip surface at a test track
Mph/1000rpm Figure is the speed achieved in top gear

ALFA ROMEO													
MITO 3dr hatch ★★★★★													
1.4 Cloverleaf	136	7.9	21.1	6.9	7.3	2.7	168	184	23.2	36/42	1265	7.4	10
GIULIETTA 5dr hatch ★★★★★													
2.0 JTDm	135	8.4	22.3	7.7	7.9	2.7	168	258	34.8	40/57	1475	13.1	10

ALPINA													
B3 BITURBO 4dr saloon ★★★★★													
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8	13

ARIEL													
ATOM 0dr open V8 ★★★★★													
V8	170	3.0	5.7	1.9	3.7	2.55	475	268	16.4	21/37	650	10.8	11

ASTON MARTIN													
V8 Vantage 2dr coupé ★★★★★													
V8 Roadster	175	5.2	12.0	3.6	7.9	2.7	380	302	26.0	17/22	1713	25.4	07
RAPIDE 4dr coupé ★★★★★													
Rapide S	190	5.3	11.3	4.3	8.3	3.03	550	457	33.6	19/23	1990	20.3	13

AUDI													
A1 3dr hatch ★★★★★													
1.4 TFSI Sport	126	8.4	22.4	8.9	12.8	2.2	120	148	30.2	34/43	1165	10.1	10
S1	155	5.9	14.4	5.2	5.4	2.6	228	273	25.6	30/39	1390	28.5	14
A3 3dr/5dr hatch ★★★★★													
2.0 TDI Sport	134	8.9	25.9	11.4	10.8	2.7	148	236	30	48/59	1355	26.9	12
S'back e-tron	138	7.9	20.9	6.6	8.5	3.0	201	258	30.7	45/49	1540	31.1	12
RS3	155	4.5	11.2	4.2	6.9	2.1	335	332	34.6	28/34	1640	6.7	11
A4 4dr saloon/5dr estate ★★★★★													
2.0 TDI SE	134	9.7	29.4	11.3	9.7	2.6	141	236	32.7	38/48	1605	20.2	08
RS4	174	4.4	10.3	3.9	7.7	2.9	444	317	28.9	20/32	1795	17.1	10
A5 2dr coupé/cabriolet ★★★★★													
3.0 TDI quattro	155	6.4	16.6	5.9	8.0	2.7	237	368	35.7	32/43	1755	25.7	07
3.0 TDI cabrio	153	7.1	20.2	6.6	*4.0	2.9	237	368	32.4	34/38	2035	12.9	09
RS5 4.2 V8	155	4.6	10.7	4.0	8.9	2.7	444	317	29.0	22/30	1855	27.1	10
A6 4dr saloon/5dr estate ★★★★★													
2.0 TDI SE	141	8.9	24.1	7.7	9.3	2.8	175	280	34.4	44/55	1675	4.5	11
3.0 TDI SE	155	7.2	20.3	6.4	3.9	2.9	201	295	39.9	34/46	1805	19.1	10
RS6 Avant	155	3.7	8.7	3.1	12.8	2.4	552	516	40.0	20/28	2010	3.7	13
A7 Sportback 4dr saloon ★★★★★													
3.0 V6 TDI	155	6.7	18.7	6.5	*4.0	2.8	241	369	42.9	31/40	1940	9.2	11
A8 4dr saloon ★★★★★													
4.2 V8 TDI	155	5.0	13.0	5.4	*3.4	2.5	346	590	53.1	28/35	2130	16.6	10
TT 2dr ★★★★★													
2.5 RS	155	4.7	11.4	4.4	4.8	2.6	335	332	27.4	24/33	1450	19.8	09
NEW TT 2dr ★★★★★													
2.0 TFSI S-line	155	6.6	14.5	5.0	6.5	2.5	227	273	30.1	29/35	1305	26.1	14
Q3 5dr 4x4 ★★★★★													
2.0 TDI SE	132	8.3	25.5	8.1	*11.5	2.7	175	280	35.8	33/46	1710	16.1	11
RS	155	5.0	12.6	4.5	8.3	2.8	306	310	32.4	32.4	1655	1.1	14
Q5 5dr 4x4 ★★★★★													
2.0 TDI SE	125	9.9	34.2	10.2	9.9	2.8	168	258	29.8	29/37	1880	14.1	09
Q7 5dr 4x4 ★★★★★													
3.0 TDI SI	131	8.6	25.0	8.3	*4.9	2.9	230	369	29.9	23/30	2325	16.8	06
R8 2dr coupé ★★★★★													
4.2 V8	187	4.4	10.5	4.2	6.7	2.7	414	317	24.0	16/22	1560	23.5	07
5.2 V10 Spyder	195	4.1	8.9	3.2	5.5	2.4	518	391	24.3	17/25	1720	24.3	10

BENTLEY													
CONTINENTAL 2dr coupé ★★★★★													
GT V8	187	4.5	10.8	3.9	*2.7	2.8	500	487	27.4	18/27	2470	4.4	12
GT	198	4.6	10.9	4.2	*2.4	2.5	567	516	34.9	7/15	2375	1.6	11
FLYING SPUR 4dr saloon ★★★★★													
W12	200	4.5	10.4	3.6	8.4	3.0	616	590	44.5	18/26	2475	7.8	13
MULSANNÉ 4dr saloon ★★★★★													
6.75 V8	184	5.7	13.7	4.8	*2.8	2.6	505	752	44.8	18/21	2745	21.9	11

BMW													
1-SERIES 3dr hatch ★★★★★													
116i Sport 3dr	130	8.7	25.7	8.9	5.4	2.9	134	162	21.7	34/48	1365	12.1	10
M135i	155	4.6	11.4	4.0	6.8	2.6	315	322	35.9	30/41	1545	14.1	12
2-SERIES 3dr coupé/convertible ★★★★★													
220d SE	143	7.8	20.9	7.3	8.8	2.9	181	280	39.6	46/62	1450	19.3	14
220d C'ble	140	8.5	24.7	8.4	9.0	2.1	187	295	34.5	50/53	1610	1.4	15
M235i	155	6.3	14.7	5.7	5.4	2.7	322	332	28.1	26/35	1530	23.4	14
2-SERIES ACTIVE TOURER 5dr MPV ★★★★★													
218d Luxury	129	8.9	26.5	8.7	12.1	3.0	148	243	40.4	42/56	1450	24.1	14
3-SERIES 4dr saloon/5dr estate ★★★★★													
320d Sport	146	7.7	20.9	7.6	9.7	2.6	181	280	36.2	41/57	1535	22.0	12
330d Touring	155	5.5	14.2	5.1	8.8	2.6	255	413	45.2	43/54	1735	21.1	12
318d Sport GT	130	9.5	28.6	9.5	12.4	2.7	141	236	36.5	50/57	1615	17.7	13

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE
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4-SERIES 3dr coupé ★★★★★													
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9	13
M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7	14
5-SERIES 4dr saloon/5dr GT/5dr estate ★★★★★													
530d SE	155	6.4	16.1	5.4	*3.3	3.0	241	398	48.1	36/46	1830	31.3	10
520d SE Touring	138	8.1	23.0	8.3	*5.0	2.6	181	280	38.7	38/42	1810	6.1	10
ActiveHybrid5	155	5.6	13.5	5.0	10.5	2.6	335	332	40.4	27/33	1925	23.5	12
M5	155	4.3	9.0	3.6	6.4	2.8	552	502	38.2	19/28	1975	29.1	12

6-SERIES 2dr coupé/2dr open ★★★★★														
640d M Sport	155	5.3	13.1	4.6	*2.7	2.6	309	464	42.1	33/45	1840	2.111	11	
650i cabrio	155	5.6	12.4	4.5	7.8	2.6	402	442	38.5	22/29	2085	6.411	11	
7-SERIES 4dr saloon ★★★★★														
730d	153	6.9	17.7	6.4	*3.7	2.9	242	398	42.4	29.35	1915	3.1218	11	
1350d hatch ★★★★★														
Range Edge	181	-	-	-	7.6	*4.9	3.4	168	184	-	294wh/m	1390	22.108	11
18 2dr coupé ★★★★★														
18 2dr	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	179.14	11	

ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE
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LOTUS													
ELISE 2dr roadster	★★★★☆	127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42	900	26.5.10
EVORA 2dr coupé	★★★★★	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora S 2+2	★★★★★	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGE S 2dr coupé	★★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

MASERATI													
GRANTURISMO 2dr coupé	★★★★☆	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
4.2 GT	★★★★★	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
GRANCABRIO 2dr open	★★★★★	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
4.7 V8	★★★★★	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
GHIBLI 4dr saloon	★★★★★	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
Diesel	★★★★★	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14

MAZDA													
3 5dr hatch	★★★★★												
2.2 SE-L		130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
5 5dr MPV	★★★★★												
1.6D Sport		111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
6 4dr saloon/5dr estate	★★★★★												
2.2 Sport Nav		139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
CX-5 5dr hatch	★★★★★												
2.2 Sport Nav		126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
MX-5 2dr convertible	★★★★★												
2.0 Sport		130	7.1	20.8	7.2	11.1	2.8	158	139	23.3	24/35	1086	3.1.06

MCLAREN													
12C 2dr coupé/roadster	★★★★★	205	3.3	6.7	2.3	9.6	2.6	592	442	35.4	19/23	1470	29.6.11
3.8 V8 coupé	★★★★★	207	3.4	7.2	2.4	14.0	2.4	616	442	35.4	19/23	1474	8.5.13
3.8 V8 Spider	★★★★★	207	3.4	7.2	2.4	14.0	2.4	616	442	35.4	19/23	1474	8.5.13
650S 2dr coupé/roadster	★★★★★	207	3.4	7.2	2.4	14.0	2.4	616	442	35.4	19/23	1474	8.5.13
3.8 V8 Spider	★★★★★	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
PI 2dr coupé	★★★★★	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14
PI	★★★★★	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14

MERCEDES-BENZ													
A-CLASS 5dr hatch ★★★★★													
A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12	
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13	
B-CLASS 5dr MPV ★★★★★													
B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12	
C63 AMG Black 186	4.0	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775	5.9.12		
C-CLASS 4dr AAAAC ★★★★★													
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14	
CLA 4dr coupé	★☆☆☆☆	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13	
SLK 2dr cc	★☆☆☆☆	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11	
E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★★★													
E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09	
E350 CDI estate	149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10	
E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10	
CLS 4dr coupé/5dr estate ★★★★★													
350 BlueEFF.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11	
350 CDI S Brake	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13	
S-CLASS 4dr saloon/2dr coupé ★★★★★													
S350 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13	
S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14	
GLA 5dr 4x4 ★★★★★													
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14	
M-CLASS 5dr 4x4 ★★★★★													
ML250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12	
GL 5dr 4x4	★☆☆☆☆	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
GL350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13	
SL 2dr convertible ★★★★★													
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12	
SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08	
SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	34.4	16/22	1880	8.4.09	
SLS 2dr coupé ★★★★★													
SLS	195	3.9	8.0	2.9	5.0	2.3	563	479	30.4	19/24	1710	30.6.10	

MG													
3 5dr hatch	★★★★☆												
1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13	
6 5dr hatch	★★★★★												
1.8 T	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11	

MINI													
MINI 3dr hatch	★★★★★	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
Cooper S		146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
JCW GP		150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
CLUBMAN 5dr estate	★★★★★	118	10.8	37.6	11.4	11.9	2.8	108	177	32.3	34/41	1295	31.10.07
Cooper D		118	10.8	37.6	11.4	11.9	2.8	108	177	32.3	34/41	1295	31.10.07
COUNTRYMAN 5dr hatch	★★★★★	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
Cooper D All4		115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
COUPE 2dr coupé	★★★★★	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
JCW		149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
ROADSTER 2dr convertible	★★★★★	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12
Cooper S		141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12

MITSUBISHI													
ASX 5dr hatch	★★★★★	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
1.8 DiD 3													
OUTLANDER 5dr 4x4	★★★★★	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
2.2 DiD GX5													
PHEV GX4s		106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14

MORGAN													
PLUS 8 2dr convertible	★★★★☆												
4.8 V8	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12	
3 WHEELER 2dr convertible	★★★★★												
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12	

NISSAN												
MICRA 5dr hatch	★★★★★	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1

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17 AJA	10 BSG	3 DME	III FT	III HMF	9 JPN	5 LCS	I MGP	NS 9	PTD I	2 SDJ	VLM I
1995 AL	BSW 5	5 DNB	FW 6	8 HMK	23 JPR	1 LCT	MHF 7 I	8 NSD	PTG 77	8 SDL	I VMP
I ALG	90 BT	15 DPM	66 GAC	HN 4	JRC 40	3 LDJ	I MGF	I NSP	9999 RA	SDS II	98 W
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BOL IT	Bolt	DUC 6K	Duck	HEC 670R	Hector	MEE 5ON	Meeson	R3 SCU	Rescue	V333 RGE	Verge
BON 35Y	Bones	DUM 80S	Dumbos	HEW I77T	Hewitt	M3I LOR	Mellor	ROG 3I2S	Rogers	VER 2I7Y	Verity
8 OON	Boon	DUP I3X	Duplex	HEW I37T	Hewlett	M3II SAH	Mensah	ROO I3Y	Rooney	VES 7A	Vesta
BO55 WEL	Boswell	DI2 HAM	Durham	H176 HEN	Hitchen	MER 6Y	Mercy	ROS 377A	Rosetta	W10 WLE	Vowels
BOU I73R	Boulter	DUS 7Y	Dusty	MES I HOG	Hog	MER 2I7T	Merritt	ROT 73R	Rotter	JWA IT	Wait
BRA 44D	Brad	DI YKE	Dyke	MO6 683N	Hogben	MOR I2E	More	ROW 60ID	Row Gold	W45I SAL	Waisall
B12 AKE	Brake	EAR 3	Ears	II OOK	Hook	MOR 37ON	Moreton	2 OWE	Rowe	W4I SHE	Walshe
BRA 555S	Brass	HUN IIG	Easter	H34 RSE	Hearse	MOR 264N	Morgan	ROW 3IIA	Rowena	WAN 35	Wanes
BRE 346H	Breach	EMS 5IIE	Emslie	HUN 63R	Hunger	MOR 220W	Morrow	RUC 6K	Ruck	W4I2 DEN	Warden
B200 KER	Brooker	ESC 607T	Escott	HUN IIT	Hunt	MOT 724M	Mottram	RUS 55ON	Russon	W38 LTH	Wealth
820 OKS	Brooks	ESS 6X	Essex	II USH	Hush	MOW 47T	Mowatt	SAG 3E	Sage	W3II NER	Weiner
B120 PHY	Brophy	EVE 237T	Everett	I55 LER	Issler	MUS 73R	Mustar	S4II LLY	Sally	WEL 6H	Welch
820 WNE	Browne	EI YRE	Eyres	JAN I3IA	Janina	MYC 606K	Mycok	S4II UEL	Samuels	WEL I3R	Weller
BRU I53R	Bruiser	FAC 7S	Facts	JAV I3R	Javier	MYE I2S	Myers	S4II DOR	Sandor	WEL I7ON	Welton
B27 DEN	Bryden	FAI I OWS	Fallows	J47 ESH	Jayesh	N4II EED	Naheed	SAY 73D	Sayed	WC5I HAM	West Ham
BUD 6I3S	Budgies	FAN 770M	Fantom	J47 SON	Jayson	NAP I32R	Napier	S47 ERS	Sayers	WET 77ON	Wetton
BUG 6I3R	Bugler	F42 HAN	Farhan	JOG IT	Jog	N34 LES	Neale	S62I VEN	Scriven	WII ARF	Wharf
BUR 263R	Burger	F422 ELL	Farrell	IUN JUN	Jun	NEA 2Y	Neary	SEN I02R	Senior	W135 LAW	Wieslaw
BUR 2N	Burn	FH5I ONS	Fashions	JUR 6I7A	Jurgita	NEW 8Y	Newby	SET 73R	Setter	WON 6G	Wong
BYF I3ID	Byfield	FAC IIX	Faux	K4II SAR	Kausar	NGU 73N	Nguyen	SHE 3IIA	Sheena	YEB 804H	Yeboah
CAG 3Y	Cagey	FER 2N	Fern	KEA 4R	Kear	NOE IIE	Noelle	SHE I7ON	Shelton	Y3 LLS	Yells
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EDITORIAL

Tel +44 (0)20 8267 5630
 Email autocar@haymarket.com
 Editor Jim Holder
 Editor-in-chief Steve Copley
 Head of content Matt Burt
 Director of testing John McIlroy
 Head of video, features Matt Prior
 Digital editors Nigel Donnelly, Mark Tishaw
 Managing editor Allan Muir
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 Content editors Tom Webster, Matthew Burrow, Darren Moss
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 Group editorial manager Olivia Pina
 Office managers Charlene Harry, Sarah Weetch

EDITORIAL CONTRIBUTORS

European editor Greg Kable
 Used car editor James Ruppert
 Senior contributing writer Andrew Frankel
 Senior contributing editors Richard Bremner, Colin Goodwin
 Special correspondents Mauro Calo, Jesse Crosse, Peter Liddiard, Julian Rendell, Richard Webber

MEDIA ENQUIRIES

Tel +44 (0)20 8541 3434
 Contact Greg Cartwright (greg@performancecomms.com)

SUBSCRIPTIONS

Tel 0844 848 8816 Overseas +44 (0)1795 592 972
 Email autocar@servicehelpline.co.uk

SYNDICATION ENQUIRIES

Tel +44 (0)1962 867 705
 Contact Simon Fox (syndication@autocar.co.uk)

LICENSING ENQUIRIES

Tel +44 (0)20 8267 5024
 Contact Isla Friend (isla.friend@haymarket.com)

BACK ISSUES

Tel 0844 8488816 Email autocar@servicehelpline.co.uk

ADVERTISING

Classified +44 (0)20 8267 5574 Display +44 (0)20 8267 5817
 Production +44 (0)20 8267 5219 Fax +44 (0)20 8267 5312
 Sales director Julia Dear
 Agency group head Richard Potton
 Agency account manager Ashleigh Ferris
 Agency sales executive Dan Hodgson
 Semi-display executive Adrianna Haynes
 Retail executive Hannah Mathew

PRODUCTION

Tel +44 (0)20 8267 5219
 Production manager Anthony Davis
 Production controller Ben Harris

MARKETING

Marketing manager Darren Pitt
 Direct marketing manager Kadie Chanter
 Newstrade marketing manager Nick Lyon
 Head of events Wendy Stonebridge

MANAGEMENT

Group director Patrick Fuller
 Brand director Rachael Prasher
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 haymarketgroup.com
 Tel +44 (0)20 8267 5000

Editorial director Mark Payton
 Creative director Paul Harpin
 Strategy & planning director Bob McDowell
 Managing director David Prasher
 Chief executive Kevin Costello



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MATT BURT

Rear View Mirror: tales from our archive

Secrets of a lost British supercar

17 April 1985

Here's one that slipped through the cracks. The Glenfrome Delta, the work of a small Bristol-based firm, was a stunning two-seat sports car that never got past the concept stage.

Glenfrome Engineering, run by father and son Ken and Michael Evans, spent 20 months building its mid-engined prototype, finishing it just in time for the 1977 Earls Court motor show.

The car didn't snag any orders, but a wealthy Arab liked the bodywork and commissioned a converted Range Rover.

That took Glenfrome into a very lucrative new direction as coachbuilder of bespoke Range Rovers destined for the Middle East. The prototype Delta, meanwhile, was wheeled to the back of a storeroom and covered with a dust sheet for eight years. And then Autocar's Bob Cooke was invited to drive the car.

"The past came flooding back as we blasted along the M32," wrote Cooke. "The engine had a familiar sound, being the 1998cc, four-cylinder unit developed jointly by Saab and Triumph and used in the Dolomite Sprint.

"The suspension is Triumph GT6 front and Stag semi-trailing arm rear,

'Evans laid out the engine and running gear and marked a few chalk lines on the ground. No technical drawing ever existed'

and so felt familiar – a little crashy over bumps but sportily firm."

While the Delta sat on underpinnings found in a scrapyards, its bodywork was the work of passionate, skilled craftsmen.

"Smooth panels, gentle curves and neat joints were all made freehand in sheet aluminium," wrote Cooke. "Ken Evans laid out the engine, running gear and suspension on a workshop floor and marked a few chalk lines on the ground. No design or technical drawing ever existed for the Delta.

"Evans and Viv Hunt, an aluminium craftsman, started with a steel chassis welded up to hold the mechanical

components together. Then the outline of the body was framed in welded-up light tubing and the aluminium sheet bent and rolled to fit. When the panels matched up, the tubing framework beneath was cut out.

Unsurprisingly, the eight-year-old, unsorted show car wasn't stunning to drive, although Cooke could sense potential. "The Delta uses 13in wheels, so the car is effectively undergeared," he wrote. "It did have one saving grace, though, in that acceleration was good enough to winkle a way in front of the traffic and the engine flexible enough not to call for lots of gearchanging.

"Production versions would have given much more exciting performance – the plan was to fit a turbocharged Rover V8 and a ZF five-speed transaxle."

Afterwards, the Delta went back into storage. "Perhaps, as they drape the sheet back over the Delta prototype, there's a faint thought in the back of Evans's mind that the time might be ripe to reconsider putting its stylish two-seater into production. Those freehand lines and a blown V8 sound too good to miss."



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